The Bombay Gazette.

No. 7,090.—New Series. BOMBAY :—SATURDAY, OCTOBER 28, 1871.

[Annual Subscription in Advance from 1st October 1871.....Rupees Forty-five.
Ditto ditto from 1st January 1872.....Rupees Forty-two.

THE BOMBAY GAZETTE.

The reduction in the rates of Inland Postage on Newspapers by one-half came into operation from the 1st October, and the *Bombay Gazette* is now sent POST FREE to all Up-country Subscribers, who are thus put on an equal footing with Town Subscribers.

From 1st January 1872, the uniform Rates of Subscription to the *Gazette*, for Town and Country, will be on the following reduced scale :—

	Uniform New Scale.	Old Scale. Town.	Country.
One year, *in advance*.....	Rs. 42	Rs. 52	Rs. 72
Half year ,, ...	,, 24	,, 28	,, 38
Three months ,, ...	,, 14	,, 16	,, 21
One month ,, ...	,, 5	,, 6	,, 7-12

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* will, from 1st January, be delivered each morning at any address in town, or posted free to any address Up-country.

New Subscribers whose names are registered before the end of the present year will be allowed a proportionate reduction for the period of their Subscription which falls within the new year.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
Third do	,, 2 8
Fourth and succeeding insertions	,, 0 2½ As.

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second do	4½ ,, ,,
Third and succeeding.....	2½ ,, ,,

In the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship PATNA, 1,780 Tons, 300 H.P., Commander A. Anderson, will be despatched on TUESDAY, the 7th November 1871, at noon.

	Nov.		Nov.
Leave BOMBAY	7	Leave Colombo	16
,, Carwar.....	9	,, Negapatam	20
,, Mangalore	10	,, Pondicherry.....	21
,, Cannanore	11	,, Madras	23
,, Tellicherry	12	,, Coconada	25
,, Calicut	13	,, Vizagapatam	26
,, Beypore.....	14	,, Bimlipatam	27
,, Cochin	15	,, Gopaulpore	27
,, Alleppy	14	,, False Point	28
,, Tuticorin	15	Arrive CALCUTTA	29

This route is the most expeditious and economical for Passengers for the Neilgherrie District, Bangalore, and Madras, who can land at Cannore and proceed from thence by rail. Passengers for Calcutta can take the same route picking up the steamer at Madras.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF via KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

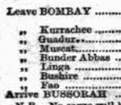
The Steam-ship INDIA, 1,010 Tons, 200 H.P., Commander R. L. Turner, will be despatched on MONDAY, the 30th October 1871, at noon.

	Oct. Nov.		Nov.
Leave BOMBAY	30	Leave BUSSORAH	17
,, Kurrachee	6	,, Fao	17
,, Guadur.....	8	,, Muscat.....	18
,, Muscat.....	6	,, Linga	21
,, Bunder Abbas	8	,, Bunder Abbas	22
,, Linga	10	,, Muscat.....	24
,, Bushire	12	,, Guadur	26
,, Fao	14	,, Kurrachee	29
Arrive BUSSORAH	15	Arrive BOMBAY	Dec 2

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a steamer to Kurrachee every MONDAY, at noon.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander A. Cottier, will be despatched on MONDAY, the 6th November 1871, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM C NICATION WITH KUTCH AND AR COAST AND KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION Co. (Limited) will DESPATCH a STEAMER as above EVERY FORTNIGHT, touching at the following Ports :—

Leave Bombay, Tues., Oct. 31		Arrive Porebunder, Fri., Nov. 3	
Arrive Diu, Wednesday, Nov. 1		,, Dwarka, Saturday, ,, 4	
,, Veraval, ,, 1		,, Bunder Mandvie, ,, 4	
,, Mangarole, Thurs., ,, 2		,, Kurrachee, Sun., ,, 5	

The Steam-ship EUPHRATES, 650 tons, 120 H.P., Commander C. C. D. Hutchison, will be despatched on TUESDAY, the 31st October, at 4 P.M.

For Freight and Passage apply to

W. NICOL & Co., Agents.

STEAMER TO THE MALABAR COAST.

THE well-known first-class fast sailing Steamer MOUNTSTUART ELPHINSTONE, Commander Francis J. Raffin, will leave Bombay, for the undernoted Ports, from Apollo Bunder, on THURSDAY, the 2nd proximo, at 5 P.M., and will leave Carwar on SUNDAY evening for Bombay :—

Hurnee	Malwan
Unjunwell	Vingorla
Rutnagherry	Goa (Panjim)
Joyiapore	Carwar.

For Freight or Passage apply to JEEWAJEE VITTAL, 73, Bazaar Gate Street ; or 45, Kalbadevi Road ; or Furtado's Library, Canal Street.

Bombay, 28th September 1871.

FOR LIVERPOOL, VIA SUEZ CANAL.

(To be despatched hence about 15th proximo.)

THE new Steam Ship STRATHCLYDE, 1,980 registered tons, 300 Horse Power, 1,900 effective. C. W. Pearson, Commander.

This fine Steamer, expressly built for the East India and China Trade, has extensive passenger accommodation of a very superior description. Including detention in the Canal, the outward passage last voyage was accomplished in 26 days.

Rates are	1st Class to Suez	£30
	2nd Do. Liverpool	50 } Exclusive of Wines, &c.,
	Do. Do.	60

which, however, can be procured on board at moderate prices.

There is a Stewardess on board, and, if necessary, the services of a Surgeon will be engaged. Special arrangements have been made by Captain Pearson to ensure efficient general attendance to passengers.

For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 17th October 1871.

"WILSON LINE."

FOR LIVERPOOL VIA SUEZ CANAL.

(To sail on or about 7th November.)

MESSRS. THOS. WILSON, SONS & Co.'s very fine new s. s. ORLANDO, 1,437 Tons, 300 H.P., which left London on 27th ultimo.

This favourite Steamer (built last year for the Mail Service between England and Sweden, to screw 12 knots) is specially adapted for Passengers, of whom she has always carried a full complement. Her accommodation, which is arranged amidships and thus removed from the vibration of the machinery, is well ventilated, and of an exceptionally good description.

There are Cabins for 62 first, and 36 second, class Passengers, plans of which can be seen at our Office. Carries a Surgeon and Stewardess.

RATES OF PASSAGE.

1st Class to Liverpool... }	Exclusive of Wines and Spirits, which can be had on board. } £ 50
2nd Class to Liverpool... }	,, 30
Apply to	WALLACE & Co., Agents.

Bombay, 2nd October 1871.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA on the 24th, and BOMBAY on the 1st of each month.

PASSENGER RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden.....	£32	£15	£4	Including Wines.
Suez.....	39	23	8	
Port-Said.....	39	25	9-10	
Alexandria.....	39	25	14	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	60	34		
Marseilles (exchange at Genoa).....	52	35	14-10	Without Food.

Children under 3 years, free of charge.
Children not above 10 years, half fare.
Next Steamers from Bombay :—
INDIA, on WEDNESDAY, 1st NOVEMBER 1871.
ARABIA, on FRIDAY, 1st DECEMBER 1871.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

SHIPPING.

OVERLAND ROUTE.

On Saturday, the 28th October, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. COLUMBIAN (2,180 tons and 500 H.P.), Captain N. Stewart, will LEAVE for SUEZ as above, carrying H.M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Odessa, Genoa, Naples, and Havre, Liverpool or London.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

REDUCTION OF FARES.

The Rates of Passage Money have been reduced as follows :—

To BRINDISI	First Class Rs. 600	Second Class Rs. 300
To SOUTHAMPTON.	,, ,, 650	,, ,, 350

Exclusive of Wines and Liquors, and the transit through Egypt.

All Children under 3 years of age, free ; above 3 and under 10, half fare.

G. F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE P. and O. Co.'s s. s. ORISSA (1,646 tons and 300 H.P.), Captain P. S. Tomlin, will be despatched for the above Ports on THURSDAY, the 9th Nov., leaving Mazagon at noon on that day, and carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Tuesday, the 7th November.

G. F. HENRY, Superintendent.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO TRIESTE.

THE new, First-class, fast Passenger Steam-ship FLORA, 2,320 Tons, 250 H.P., expressly built for the trade with India, will be despatched for TRIESTE, via SUEZ CANAL, on or about the 7th December. This Steamer has really good accommodation for Passengers

RATES OF PASSAGE,

(including a liberal Table with Wine and Liquors, transit through Egypt, and free conveyance of 3 cwt. luggage).

	1st Class.	2nd Class.	Deck.
To Trieste.....£	50 0 ...	£ 35 0 ...	£ 19 0
,, Port Said...£	37 0 ...	£ 23 0 ...	£ 14 6
,, Suez ..... £	30 0 ...	£ 22 0 ...	£ 13 7

Children under 3 years of age, Free ; above 3 and under 10 years, Half Fare.

For further particulars, and for Freight and Passage, apply to the AGENCY OF THE AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

A. C. GUMPERT, Manager.

Bombay, 12 Meadow Street, 24th October 1871.

STEAMER TO ADEN, JEDDA, SUEZ, AND LIVERPOOL.

THE Steam-ship GUNGA, 1,300 Tons, Captain Child, will sail for the above Ports on the 1st proximo.

For Passage apply to HAJEE IBRAM HAJEE DADA, Office at Nacoda Molla, No. 91, or to the Undersigned.

For Freight and particulars apply to

F. MOOLJEE & Co., Opposite the New Bank of Bombay.

17th October 1871.

PILGRIMS TO JEDDA.

THE s.s. EARL CANNING will be despatched on or about the 30TH OCTOBER, calling at ADEN and JEDDA. For Freight and Passage apply to

STEARNS, HOBART, & Co., Agents for Charterers.

Bombay, 6th October 1871.

NOTICE.—Consignees of CARGO per ship ALGONQUIN, arrived from LIVERPOOL on 25th inst., are hereby forthwith requested to PAY FREIGHT and SEND OFF BOATS alongside for their respective CARGOES, failing which Captain Jurdan will cause the Goods to be landed and warehoused on their account and risk.

Captain Jurdan will not be responsible for any damages to Goods, etc., after being put into Boats alongside, nor yet will he be responsible for any debts his crew may contract while in port.

W. B. JURDAN, Master,
Care of Sorabjee Muncekjee.

Marine Street, Sassoon's Buildings, Fort, Bombay.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement at Railway Stations a decided means of extending their business.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

Advertisers can select the Stations, on either line, at which they wish their Placards or Notices to be posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new and now offered of making announcements known to the Public.

Terms of Advertising may be learned on application to the Manager of "Bombay Gazette" Press.

"Bombay Gazette" Press, 1871.

ALL WHO SUFFER FROM INDIGESTION SHOULD USE

NORTON'S

CAMOMILE PILLS.

Sold everywhere.

Bottles Is. 1½d., 2s. 9d., and 11s.

DINNEFORD'S FLUID MAGNESIA.

The best remedy for

Acidity of the Stomach, Heartburn, Headache, Gout, and Indigestion ; and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for regular use in Warm Climates.

Dinneford & Co., Chemists, London, and of Druggists and Storekeepers throughout the world.

N.B.—Ask for Dinneford's Magnesia, and use Dinneford's Friction Gloves and Belts.

Agents—Treacher & Co., Bombay, Poona, and Byculla.

BENTON AND JOHNSON,

MANUFACTURERS OF

GOLD AND SILVER THREAD

of every description for the

INDIA AND CHINA MARKETS.

Gold, Silver, and Tinsel Twists—Braids—Bullions, &c., &c., for Embroidering.

63, KING'S CROSS ROAD,

LONDON.

GOLD LEAF, BEST QUALITY, 45s. per 1,000.

LEA AND PERRINS'

CELEBRATED

WORCESTERSHIRE SAUCE.

Declared by Connoisseurs

TO BE

THE ONLY GOOD SAUCE.

Caution against Fraud.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to

ASK FOR LEA AND PERRINS' SAUCE,

and to see that their names are upon the wrapper, labels, stopper, and bottle.

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their Correspondents with power of attorney to take instant proceedings against Manufacturers and Vendors of such, or any other imitations by which their right may be infringed.

Ask for Lea & Perrins' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester, Crosse and Blackwell, London, &c., &c., and by Grocers and Oilmen universally.

ENGLISH GOODS.

(Via SUEZ CANAL)

AT CHEAPEST RATES.

D. NICHOLSON AND Co.,

SILK, WOOLLEN, AND MANCHESTER WAREHOUSEMEN (Wholesale and Retail),

INDIA, COLONIAL AND FOREIGN OUTFITTERS,

50 TO 52, ST. PAUL'S CHURCHYARD,

(Corner of Cheapside), LONDON,

Established 1843,

Invite the attention of OFFICERS of both Services, and FAMILIES residing in India and China, to their Illustrated 120 page Catalogue, sent Post Free, containing full particulars as to Woollen, Silk, and Cotton Goods of every description.

Ladies' Clothing, Linens, Hosiery, Gloves, Ribbons, Haberdashery, Jewellery, &c.

Contractors for Military and Police Clothing and Accoutrements.

Household Furniture	Cutlery	Beers	
Musical Instruments	Carriages	Preserved Provisions	
Ironmongery	Saddlery and Harness	Stationery	
Fire-arms	Boots and shoes	Books	
Agricultural Implements	Wines	Toys, &c., &c.	
	Ales		

Shipped at Lowest Export Prices.

Sole Agents for the "Wanzer" and the "Britannia" Sewing Machines for the City of London.

Foreign Produce disposed of for a Commission of 2½ per cent.

Price Lists can be had of Messrs. WHEATLEY & Co., Bombay.

D. NICHOLSON AND Co.,

50, 51 & 52, St. Paul's Churchyard, London.

Terms—Not less than 50 per cent. to accompany Indents, and Balance against Bills of Lading.

NEW ADVERTISEMENTS.

Now Ready,

BOMBAY GAZETTE

OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy..... Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

Now Ready,

THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE,

Published once a week at the *Bombay Gazette* Office, on the departure of the Overland Mail for Europe.

The Bombay Price Current contains :—

A Specially-Written Market Report.
Freight Report, &c.
Quotations of Imports and Exports, and Customs' Duties.
Comparative Summary, of Exports from Bombay, up to date, as per Ships' Manifests, with the total Exports for the three months, and for the same period as far back as 1862.
Comparative Summaries of Imports of Piece Goods and of Yarns into Bombay from Great Britain up to date, with the total for the three months and the same period as far back as 1862 and 1869 respectively.
Share List and Rates of Exchange.
List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the week.

Annual Subscription (in advance).....Rs. 10
Single Copy..... Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

NEW FRENCH LOAN.

THE QUARTERLY COUPON, DUE on the 16TH NOVEMBER in PARIS, is now PAYABLE at the Office of the COMPTOIR D'ESCOMPTE DE PARIS, at the exchange of fcs. 2-48 PER RUPEE.

14, Rampart Row, W., 26th October 1871.

VICTORIA THEATRICAL COMPANY

WILL REPEAT, FOR THE FOURTH TIME,

TO-NIGHT, SATURDAY, 28TH OCTOBER,

THEIR HINDOOSTANEE PLAY,

KHOORSHEED,

To be followed by

A VERY LAUGHABLE FARCE.

Prices of Admission as usual.

GRANT ROAD THEATRE.

THIS EVENING, SATURDAY, 28TH OCT.

☞ BENEFIT ☜

OF

MR. ROBERT HELLER,

The distinguished Pianist, the eminent Somatic Conjuror, and sparkling Humourist.

☞ A NEW SYSTEM OF MAGIC for this occasion, introducing the various Feats of Heller, without the aid of accessories and appointments, *the Stage being entirely open*, and free from any appurtenance save the Piano, and Atalibi and Chair. This Programme of HELLER'S MIRACLES AND WONDERS is the most brilliant and extraordinary yet provided.

Part I.—WONDERS.

1. CARD MANIPULATION EXTRAORDINARY.
2. THE STORY OF A RUPEE.
3. CABALISTIC COOKERY.
4. HARLEQUIN.
5. THE SEVENTH BULLET.
6. WITH AN ORANGE.
7. A MARVELLOUS HATFUL.

Part II.—MUSIC.

Mr. HELLER will perform on his magnificent Grand Pianoforte.

1st, Brilliant Caprice on Airs from *Norma* and *Somnambula*.
2nd, "Home, sweet Home," (by request).

Part III.—MYSTERY.

A universal desire and wish to see the gifted young Lady,

MISS HELLER,

Prior to her departure, in the astounding and marvellous development of

SUPERNATURAL VISION,

The wish will be gratified on this occasion. This gifted young Lady will appear in many novel additions not yet introduced.

Part IV. (*A new Phase.*)—INDIAN WONDERS.

1. THE GROWING PLANTS.
2. THE INDIAN BASKET TRICK.

GOD SAVE THE QUEEN.

PARTICULAR NOTICE.—In consequence of Mr. and Miss Heller's departure from Bombay not taking place until Tuesday next,

AN EXTRA NIGHT

Will be given on MONDAY, October 30th, FOR THE WORLD AND HIS WIFE. Full particulars will be announced in the morning papers on Monday.

NOTICE is hereby given, that the UNDERSIGNED will CONTINUE to CARRY on his TRADE in Bombay and elsewhere as hitherto, in the NAME of RUSSOONDASS MEGHJEE.

શ્રી ગણેશ પરમેશ્વર.

i. e. MEGHJEE PREMJEE.

COWASJEE JEHANGEER STATUE FUND.

SUBSCRIBERS to the above FUND are requested to send in the amount of their CONTRIBUTIONS to the NEW BANK of BOMBAY.

DOSABHOY FRAMJEE,
Honorary Secretary, C. J. S. Fund.

Bombay, 27th October 1871.

ST. ANDREW'S CHURCH.—The OMNIBUS COMPANY will run an Omnibus every Sunday (commencing on the 29th October) from Mazagon Dock-gate, to St. Andrew's Church, via Parel and Kalbadevie Roads, starting at 5 o'clock, and returning after service.

Fares—Inside, Six Annas; outside, Four Annas, each way.

MOFUSSIL COMPANY (Limited).—At an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the MOFUSSIL COMPANY, Limited, HELD on the 26th day of October 1871, at 3 P.M., at the Registered Office of the Company, the following SPECIAL RESOLUTION, which had previously been proposed and carried unanimously, at an Extraordinary General Meeting held on the 28th September, 1871, was CONFIRMED by an unanimous vote of the Shareholders present :—

"That the present Capital of the Company be increased by the issue of 500 additional shares, of the nominal value of Rs. 400 each, of which Rs. 390 shall be considered paid up ; That the said shares shall be offered in the first instance at its. 400 each, or a premium of Rs. 100 per share, to the shareholders of the Company who shall be entitled to the said shares, on making application for the same on or before the 1st day of November next, in the proportion of one such new share for every four shares standing in the name of the shareholder or Shareholders so applying for the same on the Register Books of the Company on the said 1st day of November next, and the said shares, or so many of them as may be so applied for, shall be allotted by the Directors to the said Shareholders in the proportion aforesaid, on payment of the sum of Rs. 490 per share, as aforesaid, and that any and all the shares of the said New Issue which shall not be so applied for and allotted in manner aforesaid, or which shall remain unallotted after such allotment shall have been made to such Shareholders in the proportion aforesaid, shall be disposed of and issued by the Directors, in such manner and at such time as they may deem proper."

The premium realized on said New Issue shall be carried to credit of a Reserve Fund.

THOS. H. MOORE, Chairman.

Bombay, 26th October 1871.

SHERIFF'S PROCLAMATION.

HIGH COURT.

Suit No. 507 of 1869.

DROOPA MASSING, Marwaree Shroff, residing at Mazagaon, and BHAGWAN MASSING, and TARRA MOTTA, Marwaree Shroffs, residing at Doongree Bazaar, in the Island of Bombay, and carrying on business in Doongree Bazaar aforesaid, together in partnership under the name, style, and firm of DROOPA MASSING and COMPANY.....Plaintiffs.

VS.

GUNGADIN NOKILALL, TEKAKOORDIN GUNGADIN and CASSINATH WITHUL VIDHATAY, Hindoos, respectively, residing in a house No. 80, and situated at Kalwady (and carrying on business there together in partnership as Contractors) in Bombay aforesaid.....Defendants.

It is hereby proclaimed and notified that on WEDNESDAY, the 15th day of November next, at 12 o'clock noon, under and by virtue of a Warrant for Sale of Moveable Property, issued on the 16th day of October, instant, in the above Suit, will be put up for Sale by Public Auction, in the Office of the Sheriff of Bombay, the undermentioned moveable property of the abovenamed Defendants :—

1 Table, 1 Tool, 1 broken Chair, 1 Press, 4 Benches, 1 Cow and 1 Calf, 1 Conch, 2 Boxes, 1 Box with Iron Tools, &c., 1 Iron Stone Grinder, 1 Bullock Cart, 1 Blackwood large Cot, 1 lot of Copper and Brass Pots, 12 Boxes, 1 Bench and 1 Carpet, Bedding with mosquito curtains, 1 Iron Bar, 1 Chair broken, 8 Globe Lamps, 1 Argand Lamp, 13 Pictures and 1 Clock, 1 Pair Silver Foot Anklets, 1 Pair Silver Vanke, 4 Head Gold Ornaments, 1 Gold Nose-ring with Pearls, 1 Gold Neck Ornament, 1 Silver Bangle, half gold, 4 Gold Rings, a small quantity of Gold Dasto, 1 Pair Silver Toe Ornaments, 13 Silver Rings, &c., &c., 1 Key with Silver Chain, 2 Glass Beads, and 1 Silver Oska Pipe, towards the satisfaction of the sum of Rs. 8,569-0-0 for debt and interest, and the sum of Rs. 626-0-0 for costs, which said debt, interest, and costs amount together to the sum of Rs. 9,209-15-0. The Sale will extend only to the right, title, and interest of the said Defendants in the above specified property. Each lot to be paid for at the time of Sale. For further information apply at the Office of the Sheriff of Bombay.

BHAU DAJI,
Sheriff of Bombay.

Bombay, Sheriff's Office, 27th October 1871.

Mr. C. TYABJEE,
Plaintiff's Attorney.

GIESLER'S CHAMPAGNE.

We have received, ex ROODEE, a further consignment of this brand.

Cases containing 1 doz. Quarts	Rs. 40 each.
Ditto 2 ,, Pints	43 ,,

W. NICOL & Co.

Bombay, 28th October 1871.

THE Undersigned have for SALE, at their Godowns, the following :—

EXSHAW'S BRANDY, No. 1	Rs. 33 per doz.
MARGAUX CLARET	14 ,,
CURCIER AND AUDIT'S BRANDY	20 ,,
PARTICEPATION CHARENTAISE—	
BRANDY, Blue Label.....	19 ,,
,, Yellow ,, ...	23 ,,
,, Pink ,, ...	26 ,,
,, White ,, ...	30 ,,
Sale's Beer, in quarts	5 ,,

Messrs. E. W. Reilly & Co.'s GUNS and RIFLES, breech-loading, and REVOLVERS.

Lawrence's No. 3 Grain GUNPOWDER, in cases of 25 Tins of 1 lb. each.

Also the following CARRIAGES—

A Landau, by H. Black & Son, London.
A Canoe Barouche, on C Springs, by Messrs. Noss Brothers.
A do. by R. Ness, Senr., suitable for one or two Horses.
A few Sets Silver-mounted Single Harness.

FORBES & Co.

NOTICES.

THIRTEEN YEARS' ESTABLISHMENT.

P. BYRAMJEE,

HOUSE AGENT,

22, RAMPART ROW,

ADJOINING THE POST OFFICE.

Please look for a LIST of BUNGALOWS, OFFICES, and RESIDENCES, in Monday's, Thursday's, and Saturday's

BOMBAY GAZETTE and TIMES of INDIA.

GOA LOAN.

THE GOVERNMENT of GOA will ISSUE in BOMBAY a LOAN of TEN LACS of RUPEES, in Bonds of Rs. 500 and Rs. 1,000 each. Bombay Currency, bearing Interest at the rate of SIX PER CENT. PER ANNUM, PAYABLE in BOMBAY HALF YEARLY.

The Loan has been sanctioned by the PORTUGUESE GOVERNMENT, and is secured by an *ad valorem* duty of three per cent. on the Goods Imported and Exported at Goa, and is redeemable in fifteen years from date of issue.

We have been appointed the AGENTS of the Goa Government by His Excellency COUNT DE SAN JANUARIO, Governor of Goa, and are prepared to Receive Tenders for this Loan up till Noon on WEDNESDAY, the 15th November.

The issue for the present year will be restricted to Two Lacs of Rupees.

Applications for Bonds must be accompanied by a deposit of 2 per cent. upon the amount applied for.

W. NICOL & Co.,
Agents, Government of Goa.

Bombay, 26th October 1871.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

INDORE STATE RAILWAY.

TENDERS for the CONSTRUCTION of the WORKS on the proposed line of Railway between KHUNDWAH and INDORE, including the Bridge over the River Nerbudda, a distance of 89½ miles, or thereabouts, are hereby invited.

Tenders may be submitted for the whole work, or for the work in any one division. The Government of India do not bind themselves to accept the lowest or any tender. English Materials, for the most part, and Sleepers will be supplied by Government to the Contractor. The work will be paid for on a Schedule of Rates. Copies of the specification of works, general terms of contract, bills of approximate quantities, together with plans and sections of the line, and drawings, showing the general character of the masonry structures, also details as far as they are known, of the floods in the Nerbudda and the nature of the foundations there, will be on view, on week days, at the Executive Engineer's Office at Khundwah, from MONDAY, the 6th of November, till SATURDAY, the 2nd of December 1871, both days inclusive, between the hours of 11 A.M. and 4 P.M.

Copies of the specification of works, general terms of contract, bills of approximate quantities, also forms of tender and schedules of rates to be filled in and signed by intending contractors, may be obtained during the term above-mentioned from Mr. HORACE BELL, Executive Engineer, Khundwah, on payment of a fee of (Rs. 30) Thirty Rupees as earnest money, which will not be returned.

Sealed tenders, marked outside "Tender for the Indore State Railway," must be forwarded to the Secretary to the Government of India, Public Works Department, Calcutta, so as to reach his Office not later than FRIDAY, the Eighth day of December 1871.

By Order,
CRAWFORD CAMPBELL,
Superintending Engineer, Indore State Railway.

Dated Mhow, Central India, the 20th October 1871.

☞ BURRA KHUBBER. ☜

DAVE CARSON SAHIB KA PUCKA TUMASHA ANNAI CHATA HI. BUS.—SALAAM !

MUSIC! MUSIC! MUSIC! MUSIC!

PIANOFORTE TAUGHT, Rs. 10 per month. PIANOS TUNED. By H. LOVE, Oomburkharee.

NOTICE!!!

THOSE CELEBRATED ENGLISH COMEDIANS,

MISS FANNY RAYNOR

AND

MR. W. BENNEE,

WILL SHORTLY APPEAR IN BOMBAY.

MONEY TO LEND.

THE Advertiser is PREPARED to ADVANCE MONEY against DOCUMENTS or PERSONAL SECURITY. Strict privacy guaranteed. Address A. C., care of this Paper.

NOTICE.—The Undersigned having obtained the EXCLUSIVE RIGHT of the SHAHABAD QUARRIES, they hereby give NOTICE that any encroachment on their Rights from the date of this Advertisement will be dealt with according to law.

DONOVAN AND LOWE,
Contractors, Bombay and Poona.

Wednesday, 25th October 1871.

BOMBAY PRESS COMPANY (Limited).—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company will be HELD on THURSDAY, the 2nd November 1871, at 3 P.M., at the Office of the Company, for the purpose of confirming the Resolutions passed at the Special Meeting held on THURSDAY, the 12th October last.

By Order of the Directors,
BRICE, BROWN, & Co.,
Secretaries and Treasurers.

Bombay, 25th October 1871.

PORT TRUST LAND SALES.—NOTICE is hereby given, that certain PLOTS of LAND, on the Elphinstone Land Estate, near the Mazgaon Bridge, will shortly be put up for SALE by PUBLIC AUCTION, under the orders of Government.

A Plan of the Land in question is being prepared, and this, with the Conditions of Sale, will shortly be ready at the Office of the Undersigned, who is also authorized to receive offers of purchase by Private Contract,

JOHN RYAN,
Traffic Manager, Govt. Bunders.

Carnac Bunder, 4th October 1871.

FOR SALE, SUNDRY PROPERTIES IN BOMBAY, SHOLAPORE, POONA, PAUNCHGHUNNY, KURRACHEE. If desired, a portion of the Purchase Money may remain on Mortgage for a time at a moderate rate of Interest, or arrangements can be made for payment by as many as ten annual instalments.

For further particulars, apply to the LAND MORTGAGE BANK OF INDIA, Limited.

"THE INDIAN ANTIQUARY."

ON the 5th of January 1872 will be published in Bombay the FIRST NUMBER OF A MONTHLY JOURNAL, of 32 pages, in demy 4to, to be called "The Indian Antiquary."

"The Indian Antiquary" is intended as a medium of communication between Oriental Scholars in India, Europe, and America, and a repertory for information on the Antiquities, History, Geography, Literature, Religion, Mythology, Natural History, Ethnography, and Folk-lore of India and the adjoining countries, and will thus embrace a similar variety of sub

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

FRIDAY AFTERNOON.

INQUIRIES for Bank of Bombay, 1st and 2nd Issues, at increased rates. Other shares quiet.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nomi. value @ sh.	Paid up.	Last div.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	4 p.ct.	Agra Bank	87
22,000	1,000	all	8 p.ct.	Bank of Bengal	1,400 nl.
10,000	500	all	6 p.ct.	Do of Bombay New	660
10,000	500	100	6 p.ct.	Do 2nd Res. Issue	190
10,000	1,000	all	6 p.ct.	Do of Madras	1,400
10,000	250	all	4 p.ct.	Chartered Mercantile Bk. of L. & China	270
40,000	275	all	10 pct.	Hong. & Shanghai Bank	360 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	150
37,000	250	125	Nil.	National Bank of India.	90
10,000	250	all	12 do.	Oriental Bank	475

RAILWAY COMPANIES.

.....	£20 21¾ 3·0	p.c.	G. I. P. Railway Consolidated Stock	237
.....	£20 10¾ 1·5	do.	Do. New £20 Shares	126
.....	£20 4¾ 10·2	do.	Ditto	
.....	£100 1,000	do.	B. B. & C. I. Railway Co.	1,100
.....	£18 19¾ 5·1	do.	Do. New Shares	225

LAND COMPANIES.

4,000	3,000	all	Rs. 75	Colaba Land Co.	1,520
5,000	150	all		Frere Land & Pier Co. Ld.	140
750	2,000	2,000	Nil.	Mazagon Land	905
6,000	1,000	all	Nil.	Port Canning Land Company, Limited	380

PRESS COMPANIES.

150	5,000	2,850	225pa	Akbar Cotton Press Co.	2,175
200	2,000	1,100	75do.	Albert Co. Kurrachee	940
250	3,000	850	Nil.	Alexandra Press Co.	300
150	12,000	11,000	200do.	Apollo Press Co.	7,100
200	2,400	all	215do.	Bombay Press Co.	2,000 x d
200	500	all	53¾do.	Do New	500 x d
100	1,500	...	...	Carwar Company	800
500	1,500	all	40 *	Colaba Press Co.	6,100
350	2,000	all	200 pa	East India Press Co.	3,100
150	8,500	all	1000 *	Fort Press Co.	9,200
300	2,000	1,800	30 pa	Framji Cowasji Press Co.	1,035
200	6,000	6,000	Nil.	Hydraulic Press Co.	2,725
250	5,000	1,467	75 pa	Imperial Press Co.	1,150
300	5,000	2,000	100 pa	Kurrachee Press Co.	975 x d
2,000	400	350	60 pa	Mofussil Press & G. Co.	530
125	2,500	all	250 pa	Prince of Wales Press.	2,300
150	2,000	all	Nil.	Tinnevelly Press Co.	1,000
225	2,000	1,000	250 *	Victoria Press, Madras.	1,025

Per share for the half-year.

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	50	Albert Mills Co.	1,575 nls
600	1,250	all	Nil.	Alexandra Spinning	1,240
500	2,500	all	200*	Alliance Spinning	2,690
100	5,500	all	...	Bombay	2,600 nl.
300	1,000	all	50*	Bombay United	995
1,600	150	150	25*	Broach Mills	295
750	2,000	all	...	Dhurumsey Spinning	2,700
750	2,000	all	75 pa	Great Eastern	2,360
2,500	1,000	all	140 pa	Manockji Petit's	1,130
900	1,000	all	Nil.	Morarjee Spinning	1,010 nl.
900	2,500	all	125*	Oriental	2,725
600	2,500	2,400	216 pa.	Royal	2,110

* Per share for the half-year

MISCELLANEOUS.

.....	2,500	1,500	75 pa.	Bombay Burmah Trading Corporation	950 x. d*
80,000	50	all	4½ p ct	Bombay Gas Company	55
4,500	2,000	300	21 pa.	Kurrachee Landing and Shipping Company	175
1,000	50	all	2 pa.	Mechanics B'd'gs Co.	31 x. d.
2,000	500	all	40 pa.	Trescher & Co	360
3,000	250	all	6 pa.	Viegas Patent Slip Co	85

BANKS IN LIQUIDATION.

			Date of L'dation.		
.....	500	95	Jan. '66	Bank of Bombay	14
.....	295	19½	...	Do. China	1
.....	250	2	Mar. '66	Central Bank	1
.....	...	...	...	East India Bank	1
.....	200	13	Feb. '67	Indian Peninsula	1
.....	200	70½	May '67	Royal Bank	2

COMPANY IN LIQUIDATION.

.....	5,200	2,400	Nov. '66	Back Bay Co ... ...

8

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 11 1/64d. to 1s. 11 3/16d.
London Banks	6 months' sight	1s. 11 11/16d. to 1s. 11¾d.
Do. Credits	6 Do. do.	1s. 11 13/16d. to 1s. 11¾d.
Do. Documents	6 Do. do.	1s. 11 15/16d.
Calcutta	At sight	100¼
Do.	30 days' sight	99½
Do.	60 Do. do.	99¾
Madras	At sight	100
Do.	30 days' sight	99¼
China	60 Do. do.	217

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-9 to 10-10
Bank of England Notes	10-12
Carolas	290
Mexican Dollars	222
Five- Franc Pieces	263
Bar Silver	107
Gold Leaf	16-12
Bar Gold 10 oz. English	16-13
Australian Gold	16-13
Government Securities	5 per cent.
Mercantile Bills	6 ,,

GOVERNMENT SECURITIES.

Five-and-a-half per cent	112¾
Five per cent	101 to 1/4
Four per cent	Par
Four & half per cent. (Public Works Loan)	107
Five per cent Debenture Loan, 1896-67	103¾
15 years' Debenture Loans	109
10 years' do. do.	107
5 years' do. do.	103
Six per cent Municipal Loan House Rate	115
Do. Do. Market Rate	115
New French Loan 5 per cent (2 f. 50 c.) of 1871	96
Paris Municipal Loan (Debenture Rs. 117) per Bond	122

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic, Week ending 21st October 1871.

	Open 1,274 Miles.	Rs. a. p.
Coaching		82,334 15 4
Merchandize		2,59,026 2 5
Electric Telegraph		951 12 0
Earth Trains		3,388 12 0
Total Rs.		3,45,701 9 9
Corresponding week last year open 1,184½ miles	Total Rs.	2,76,317 11 10
Increase		69,383 13 11

BOMBAY GOVERNMENT TELEGRAPH

OFFICE—27TH OCTOBER, 9 PM.

Latest dates from United Kingdom.

Via Russia, 26th October, 5-40 P.M., Greenwich time. Time in transit, 17 hours 15 minutes.

Via Red Sea, 27th October, 2 P.M., Greenwich time. Time in transit, 1 hour.

Latest dates from Continent of Europe.

Via Russia, 26th October, 7-57 P.M. Greenwich time. Time in transit 20 hours 41 minutes.

Via Turkey, 26th October, 9-10 P.M., Greenwich time. Time in transit, 6 hours 45 minutes.

Via Red Sea, 27th October, 8 A.M., Greenwich time. Time in transit, 2 hours 10 minutes.

The time occupied in the transmission of messages to Bombay from 9 P.M. of the 26th to 9 P.M. of the 27th October is as follows:—

To Bombay.	Max.	Min.
From Calcutta	1 8	0 4
,, Kurrachee	3 23	0 3
,, Madras	0 52	0 2

TELEGRAPH LINE REPORTS.

KURRACHEE, 27th Oct., 9 P.M.—Latest dates from United Kingdom, via Russia, 27th Oct., 2-30 P.M.; via Turkey, 26th Oct., 4-27 P.M. From Continent of Europe, via Turkey, 26th Oct., 9-10 P.M. Cable right to Fao; Turkish line right to Persia; Persian line right to London.

SHIPPING.

DAILY FREIGHT REPORT—27TH OCTOBER.

London	Cotton	£2 15s. Nom.
	Cases	£2 15s.
	Seeds	£2 7s. 6d. to £2 10s.
Liverpool	Iron Ships Cotton	£2 7s. 6d.
	Wooden Ships ,,	£2 7s. 6d.
	Myrabolms & Colr bdls	£1 10s. 0d.
	Seeds	£2 0s. 0d. to £2 2s. 6d.
Havre	Cotton	No ship.
	Coffee	
Overland	Steamers	£2 17s. 6d. to £3 0s. 0d.
Liverpool via Suez Canal		£2 17s. 6d. to £3 2s. 6d.
China	Steamer Cotton	Rs. 8 to 9 per bale.
	Opium	Rs. 25 to 30 per chest
	Sailing Ships	Rs. 6 per bale
Calcutta	Salt	Rs. 3 0 0 to 4 0 0 per on
Calcutta to Bombay		Rs. 19 and Calcutta Port charges
Mauritius		8 annas to 10 p. bag nominal.

ARRIVALS.

Oct.	Vessel.	Commander.	From
26	Gogah (s)	Nascoda	Cutch Mandvee, Oct. 24
	Phlox (s)	Baker	Goa, Oct. 25.
	Sphinx (s)	Marcovitch	Trieste, Oct. 4.
	Marie Gabrielle	Simon	Bordeaux, June 24.
	Stanley Castle	Austin	Mauritius, Sept. 30.
	Annie Frost	Smith	Liverpool, June 22.
27	Euphrates (s)	Hutcheon	Calcutta, Oct. 3.
	British Princess	Stewart	Shields, July. 5.
	Prince Regent	Clague	Liverpool, July. 10.
	The Foundling	Varian	Mauritius, Sept. 28.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
27	Albert Victor	Clarke	Galle.
	Backis Latchemy	Walkey	Chittagong.
	Yeddo (s)	Franks	Calcutta.

The following vessels began to load yesterday:—

Steamer Sphinx, to Trieste, &c.

Steamer Lord Elphinstone, to Persian Gulf.

Steamer Phlox, to Coast and Goa.

Steamer Gogah, to Cutch.

WEATHER REPORTS.

CARWAR, 27th Oct, 9 AM—Weather clear, wind north-east, monometer 75, barometer 30.

VINGORLA, 27th Oct, 12 AM—Weather clear, wind south-west, thermometer 83.

CANNANORE, 27th Oct, 10 AM—Weather clear, wind south-east, thermometer 76, barometer 30·000.

TUTICORIN, 27th Oct, 12 AM—Weather fine, wind westerly, thermometer 88·5, barometer 29·326.

DAILY IMPORTS.—27TH OCTOBER.

FROM LIVERPOOL.

Bivouac (s), 253 bundles hoop iron, F G & K Juma; 7 cases cutlery, H B Jeejeebhoy; 6 cases paper, Fest. Cassels & Co.

European (s), 1,000 bundles hoop iron and 125 bundles bar iron, Gaddum & Co.

FROM LONDON.

Yeddo (s), 8 casks Victoria blue, N Tyebally: 20 cases Victoria oil, J Nowrojee; 20 cases yellow metal sheathings, T Soondersdas; 55 cases paper, Volkart Brothers.

Roodee, 500 cases claret, Alsen, Riebe & Co; 64 cases beer, P Framjee & Co; 60 cases brandy, King, King & Co; 12 packages photographic materials, Madhowrao and Babajee.

FROM GENOA.

India (s), 25 cases brandy and 5 cases vermouth, J Rustomjee & Sons.

FROM BORDEAUX.

India (s), 20 cases wine, 50 cases brandy, 10 cases port, and 2 cases chartreuse, Bonneville and Sibelle.

DAILY EXPORTS.—27TH OCTOBER.

FOR LIVERPOOL.

Pericles, 60 bales cotton, J Mondaee.

Eastern Belle, 100 bales cotton, Volkart Brothers.

Eri King (s), 25 bales wool, and 25 bales cotton, N Runchordass; 100 bales cotton, Wallace & Co; 2 cases shawls, Forbes & Co; 190 bales cotton, Alsen, Riebe & Co.

Alonzo (s), 65 bales cotton, M Heerjee; 2 bales cotton, L Ghella; 125 bales cotton, D Hormusjee.

Gunga (s), 20 bales skins, H E Jctaker; 57 bales cotton, M Jamsetjee; 32 bales cotton, P Nensey; 50 bales wool, N Runsordass; 20 bales cotton, B Brothers; 1,390 bundles coiryarn, P Champsey; 243 cwts horns, L Razubally.

Sumatra (s), 101 bales cotton, C Furdonjee; 33 bales wool, C Nenaee; 180 bales cotton, N Bomanjee; 102 bales cotton, V Vussonjee; 33 bales cotton, C Nensee; 80 bales cotton, Forbes & Co; 100 bales cotton, G Toolsedass; 28 bales cotton, G Runchord; 350 bales cotton, D Sassoon & Co.

India (s), 12 bales hides, D Mohomed; 45 bales cotton, D Cullianjee; 61 bales wool, F M Dama.

FOR LONDON.

Columbian (s), 3 cases shawls, P Juggunnath; 5 cases shawls, S Pumalall.

FOR VENICE.

Sphinx (s), 50 bales cotton, Volkart Brothers.

FOR ALEXANDRIA.

India (s), 93 bags pepper, B Brothers.

MILITARY.

ARRIVALS.—OCTOBER 27.

Cullimore, Veterinary Surgeon, 1st Light Cavalry, on sick leave, from Poona.

Mottet, Major, 25th Native Infantry, on sick leave, from Cannanore.

DEPARTURES.—OCTOBER 27.

Coke, Lieutenant, Royal Artillery, to join, to Ahmedabad.

Laughtry, Captain, 15th Hussars, on leave, to Mhow.

The following officers will sail to-day for England per s.s. Columbian:—

Atkins, Captain, Bengal Staff Corps, on medical certificate.

Davies, Quartermaster, 76th Regiment, on medical certificate.

MADRAS GOVERNMENT ORDERS.

(Fort St. George Gazette, Oct. 24.)

The undermentioned officers have obtained leave of absence from their stations:—

MR A J Stuart, Actg Sub-Collr and Joint Mag of the Godavery District, for two years, to proceed to Europe on furlough from or after the 24th Jan next.

Mr. R. H. Lyons, Depy Collr in charge of the Treasury, Ganjam, for six months.

Capt W Freeth, Asst Supt, Rev Sur, Tinnevelly, prepara tory leave not exceeding thirty days.

MR H R Grimes, Actg Inspr-Genl of Jails, privilege leave for two months, from the date on which he may be relieved.

Surg D C McAllum, MD, Zillah Surg and Supt of Jail, Tellicherry, ten days' leave in India, as furlough.

Mr. Farmer, Asst to the Collr and Mag of the Chingleput District, for one month.

MR R Rice, Actg Head Asst to the Collr and Mag of Coimbatore, for one month, in extension.

The Governor in Council has been pleased to make the following appointments:—

Mr Ware Plumptre Austin, to act as Head Asst to the Collr and Magis of Coimbatore during the absence of Mr Rice on leave, or until further orders.

Surg Charles Abdy Andrews, to be Zillah Surg and Supt of the Jail at Chingleput, with effect from 1st June 1871.

Maj-Genl George DeSaussmarez, Comdg Hyderabad Subsidiary Force, and Lt-Col Henry Spurgen Kammell, Mad S C, to be Lay Trustees of the Chaplaincy of Secunderabad.

MR A Browning Actg Chief Engr, Madras Irrigation and Canal Co, to be a Lay Trustee of the Church at Kurnool, vice Mr T A N Chase, resigned.

Under section 4 of the Local Funds' Act, the Governor in Council is pleased to appoint Mr Arthur Theodore Simson to be a Member of the Local Fund Board of Cocconada Circle.

The following transfer is ordered:—

Mr C H T Norfor, Asst Engr of the second grade, from the South Arcot to the Kurnool District—to join at the public expense.

Under sec 412 of the Code of Criminal Procedure, Capt G H Chalmers, Cantonment Magistrate of Bellary, is empowered to hear and dispose of appeals from the convictions of the Asst Cantonment Magistrate of Bellary.

Under sec 412 of the Code of Civil Procedure, Mr Allen Lindsay Lister, Actg Sub-Collr and Joint Mag in the District of South Arcot, is empowered to hear and dispose of appeals from the convictions of the Sub Mags, of the 1st and 2nd class stationed within his division.

Under sec 23 of the Code of Criminal Procedure, the undermentioned officers are invested with the powers of a Sub Mag of the 1st class:—

Mr. George Emelius Bird, Asst to the Collr and Mag of Tinnevelly.

Durvuri Virabhaddrayya, Tahsildar and Sub-Mag of Ellore taluq in the Godavery District.

MILITARY DEPARTMENT.

The Governor in Council is pleased to make the following appointment:—

Lt F R Twyman, of the R A, to act as Comsry of Ord of the 3rd class, during the absence on leave of Lt Maclaverty, or until further orders.

The following promotion is made, subject to Her Majesty's approval:—

Lt Alfred Anderson, of the Infy Genl List, to be Capt by Brevet, from the 20th Oct 1871.

The services of Lt E J Gunthorpe, Adjt 11th Regt N I, are placed at the disposal of the Government of India, for employment in the Hyderabad Police.

Madras Staff Corps—With reference to G O G 11th Oct 1871, No 244, the date of Commission of Lt W H McCausland in the Mad S C is the 28th July 1871.

The following extract from a Military Despatch from the Rt Hon the Secretary of State for India, is published:—

Despatch dated 20th Sept 1871, No 60.

The undermentioned officers have been permitted to return to their duty, viz:—

Col T Peyton, Col W H Watts, Col R T Snow, Lt-Col J Puckle, Lt-Col J J Fulton, Major J Swiny, per Arcot. Major A F Williams, via Bombay, Major W J Vizard, Capt H S Elton per Vixen. Capt T R Tabuteau, Capt G T Chapman, Capt H C R W Smith, Capt W Stoddard, Capt R S Armstrong, Lt A McCally, Surg-Maj L W Stewart, and Asst Surg F Fitzgerald.

The undermentioned officers have been granted extensions of leave for the periods specified, viz:—

Col R A Doria, 6 months; Col R T Snow, 3 months; Lt Col C E Taylor, 6 months; Lt Col A T M Rainey, 4 months; Lt Col H Dixon, 6 months; Major F C Taylor, 6 months; Major G N Stephens, 6 months; Major G M Payne, 6 months; Capt G H Trevor, 6 months; Capt E W Flint, 6 months; Capt J Arnott, 6 months; Capt E L Armstrong, 3 months; Capt A Godfrey 6 months; Capt G Harvey, 6 months; Surg J A Cox, 2 months.

Retirement—The undermentioned officers have been permitted to retire from the service from the dates specified, viz:—

Inspr-Genl of Hospitals W Mackenzie, CB, CSI, from the 15th August 1871.

Lt-Col A D McDougall, from the 6th Aug 1871.

Lt W C Ellis, from 7th Sept 1870.

The undermentioned officer is admitted to the Ben S C with effect from the date specified, subject to the confirmation of the Rt Hon the Secretary of State for India:

Lt Robert Thompson, of the Royal (Madras) Arty, Offg Asst Commr, Hyderabad,—25th June 1869.

POSTAL NOTICES.

OVERLAND MAIL.

The Overland Mails per P. and O. Co.'s Steam-packets are closed at the General Post Office at 2 P.M.

The after-packet at 3 P.M.

After-packet letters are not forwarded unless a four annas stamp is affixed to the letter in addition to the postage.

Registered letters are received at the General Post Office until 1 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices is 1-30 P.M.

Late letters are received at the Pier Post Office till 4-30 P.M.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the year 1871. The hour of the steamer's departure is 5-30 P.M.:—

Saturday	... October ... 28	Saturday	... December ... 2
Do	...November ... 4	Do	... do ... 9
Do	... do ... 11	Do	... do ... 16
Do	... do ... 18	Do	... do ... 23
Do	... do ... 25	Do	... do ... 30

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of China and Australian Mail Steamers from Bombay during the year 1871:—

CHINA MAILS LEAVE BOMBAY ON

At Noon.	At Noon.
Thursday ... November.. 9	Thursday ... December... 21
Do ... do ... 23	Do ... Jan. 1872 ... 4
Do ... December... 7	Do ... do ... 18

AUSTRALIAN MAILS LEAVE BOMBAY ON

At Noon.	At Noon.
Thursday ... November.. 23	Thursday ... Jan. 1872 .. 18
Do ... December... 21	

MAILS TO MAURITIUS.

Letters, &c., for Mauritius, Reunion, &c., will be forwarded on the following dates from Bombay to Aden, to be thence conveyed by the French Mail Packets to destinations:—

Saturday ... November ... 4 | Saturday ... December ... 2
Do ... do ... 30

DESPATCH OF INLAND MAILS FROM BOMBAY.

REVISED TABLE of the hours for closing the Inland Mails, which came into force from the 1st October, and will continue so until further notice:—

MAILS.	Latest hours for Posting: At General Post Office. Ordinary Letters & Papers.	After-Packet Letters.	At Branch Post Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for the following Post Towns on the N. E. Line of the G. I. P. Railway—Wassind, Kussara, Egutpoora, Nassick, Munmar, Nandgaum, Chalisgaum; and those from Bhosawul to Jubbulpore and Bhosawul to Nagpore	8 A.M.	9-30 A.M.	7-30 A.M
For all Post Towns on the N. E. Line of the G. I. P. Railway, as far as Bhusawul only	4 A.M.	5 A.M.	5 P.M. of previous day.
For all Post Towns on the S. E. Line of the G. I. P. Railway, for Poona, Deccan, S. M. Country, and Madras Presidency; also for Ahmednuggur and Sercor	8-30 A.M.	10 A.M.	7-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona	12 NOON.	1-30 P.M.	11-30 A.M.
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	4 A.M.	6 A.M.	5 P.M. of previous day.
For ditto in Southern Concan, *i.e.*, for Penn, Nagotna, Mhar, Khed, Dapoolee, and Ratnagherry	6 A.M.	.....	5 P.M. of previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

THE BOMBAY GAZETTE.

REDUCTION IN THE TERMS OF SUBSCRIPTION.

THE Government of India having announced that the Inland Postage on Newspapers will be reduced by one-half from the 1st October next, the *Bombay Gazette* will, from that date, be sent POST FREE to all Upcountry Subscribers, who will thus be put on an equal footing with Town Subscribers.

From 1st January 1872, the uniform Rates of Subscription to the *Gazette*, for Town and Country, will be on the following reduced scale:—

	Uniform New Scale.	Old Scale. Town.	Country.
One year, *in advance*	Rs. 42	Rs. 52	Rs. 72
Half year	,, 24	,, 28	,, 38
Three months	,, 14	,, 16	,, 21
One Month	,, 5	,, 6	,, 7-12

For a Weekly Subscription, in advance, of R. 1-8-0, the *Gazette* will, from 1st January, be delivered each morning at any address in town, or posted free to any address up-country.

New Subscribers whose names are registered before the end of the present year will be allowed a proportionate reduction for the period of their Subscription which falls within the new year.

THE BOMBAY GAZETTE OVERLAND SUMMARY.

ARRANGEMENTS have been made for altering the size of this paper to that of the *Pall Mall Budget*, on the arrival of Paper which has been ordered from home.

Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*, specially-written Money and Commercial Market and Freight Reports, Leading Articles on the principal topics of discussion in India, and all the Local and General Intelligence of the Week. The edition for Indian subscribers also contains the telegrams received from Europe during the Week. Annual subscription, POST FREE, to any part of India, Rs. 12.

Bombay Gazette Office, September 1, 1871.

THE BOMBAY PRICE CURRENT

Published WEEKLY, on the Departure of the Overland Mail for Europe.

Per Annum .....Rs. 10 0 0
Per Copy..... 0 4 0

Printed and Published at the Office of the *Bombay Gazette*.

DIOCESAN HIGH SCHOOL, BYCULLA.

HEAD MASTER—Mr. J. A. SWORNSBOURNE, (Late 2nd Master Albert College, Framingham).

HEAD MISTRESS—Miss WATLING.

The above Church of England School, which teaches up to the University Standard for Matriculation, has now moved permanently into the upper-storied Bungalow that has been purchased for its accommodation in Love Lane—a spacious building with large Class Rooms and School Rooms. Dormitories up-stairs.

FEES—Varying from Rs. 5 to Rs. 10 per month, according to age and requirements.

Boarders, for whom there is excellent accommodation, are received by the Head Master and Head Mistress.

F. L. SHARPIN, M.A.,
Chaplain of Byculla and Mon. Superintendent.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

CORKERY—October 23rd, at Middle Colaba, the wife of Mr. Martin Corkery, Ordnance Department, of a son.

MACFARLANE—At Breach Candy, Bombay, the wife of John Macfarlane, Esq., of a son.

PEREIRA—October 27th, at Girgaum, Mrs. W Pereira, of a son.

DEATH.

GRANT—October 26th, at Poona, Esther, the beloved wife of F. Grant, Saddler, of Bombay, deeply regretted by a large circle of friends.

OTHER PRESIDENCIES.

BIRTH.

FENDALL—October 18th, at Dalhousie, the wife of Lieutenant-Colonel Fendall, Deputy Commissioner, Goordaspore, of a daughter.

MARRIAGE.

EDWARDES-DUDMAN—At Trinity Church, Allahabad, by the Rev. F. C. Fagan, James Thornleigh Carter Edwardes, Public Works Department, to Eveline Ellen Derridon, second daughter of Edward Tetly Dudman.

DEATH.

TEMPLER—October 23rd, at Egmore, Frederick Templer, Esq., Captain, European Veterans, and formerly of the 31st Regiment N. I.

WRIXON—October 16th, at Calcutta, Henry Wrixon, aged 38 years.

The *Bombay Gazette* is now sent POST FREE to Subscribers in any part of India.

Subscription for One Year from October 1, 1871 .. ..Rs. 45

Subscription for One Year from January 1, 1872 .. ..Rs. 42

Bombay Gazette Office, 2nd October 1871.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

All Communications respecting Advertisements should be addressed to the "Advertisement Department."

Bombay Gazette Office, Bombay.

The Bombay Gazette.

SATURDAY, OCTOBER 28, 1871.

THE very interesting despatch from Consul Caine of Hankow, on the prospects of Indian opium in China, must have been read by Sir Richard Temple with as intense a feeling of relief as an embarrassed speculator may be supposed to experience when one of his principal creditors unexpectedly renews a heavy bill. Hankow, situated midway on the navigable course of the Yang-tse-Kiang, in the very heart of China, is the central depôt in the interior of the country for opium imported in foreign steamers; and it is also the first great inland port at which the Indian opium, coming from the sea-coast, is brought into competition with the native opium grown in the western provinces of China and now carried in large quantities down the great river for consumption in other parts of the country. Mr. Caine, therefore, enjoys unequalled opportunities of observing the course of trade, and ascertaining what are the chances of the native beating the foreign drug out of the market; and his answers to the questions put to him by the Government of India on this subject are full of most valuable and reassuring information for all persons interested in the soundness of one important branch of the Indian revenue. There can be no doubt, it seems, that the cultivation of opium is extending in China. In the great western province of Szechuen "nearly half the land" is already appropriated to the culture of the poppy, and even in the south-western provinces of Yunnan and Kwei-Chow, which have been wasted by a Mohammedan rebellion for some years, Mr. Caine is of opinion that the produce must now be very considerable. The crop seems to have been till lately grown only in the west of China, but it pays the growers so well that its cultivation steadily increases, and has now, moving eastwards, invaded the provinces of Honan and Hoonan in the central regions of the empire. The old Chinese custom of forbidding the people to grow the poppy or consume opium is still kept up; but Mr. Caine gives us a very good reason why the prohibition is everywhere disregarded. "Proclamations," he says, "are, of course, continually being issued "by local magistrates, exhorting people to cultivate cereals and abandon opium for more "useful crops; but as the officials are the chief "consumers of the drug, and, in addition, derive a considerable revenue therefrom, these "proclamations are intended only as a means of "exacting more money from the cultivators." But, although the supply of the native drug becomes more plentiful every year, Mr. Caine thinks Indian opium "may be expected to hold "its own for some years, and its sale perhaps "rather to increase than to diminish." This cheering assurance for Indian tax-payers is based, in the first place, on the consideration that the number of opium smokers in China increases more rapidly even than the supply of opium to be smoked, and, secondly, on the admitted superiority of the Indian drug to the best native opium. It is only poor people, and the inhabitants of remote provinces from which the difficulties of transit shut out the foreign article, who consume the native opium. The quality of the drug grown in the province of Yunnan "is "said to be excellent, nearly equalling that of "Indian opium, and the conterminous province "of Hoonan is largely supplied with it. It is, "however, a significant fact that this province "is likewise the largest importer, from Hankow "as a centre, of the native drug, so "that the best native opium would seem, at the present time, to find its way to the Chinese market in competition with the Indian drug." Mr. Caine, therefore, enjoys unequalled opportunities of observing the course of trade, and ascertaining what are the chances of the native beating the foreign drug out of the market; and his answers to the questions put to him by the Government of India on this subject are full of most valuable and reassuring information for all persons interested in the soundness of one important branch of the Indian revenue. There can be no doubt, it seems, that the cultivation of opium is extending in China. 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A Chinaman of wealth and position would, apparently, feel himself as much disgraced by having native opium in his house as an English gentleman would if he were suspected of drinking British brandy. "The "native article is consumed by the poor exclusively, as inferior teas are in England." We have therefore succeeded in creating among the Chinese a growing taste for an article of luxury which India alone can supply. This reflection may not be very pleasing to the moralist, but it must afford no small amount of gratification to the Minister who has charge of the Indian finances.

SOME time ago the *Mofussilite* expressed great satisfaction at the separation of the Revenue and Judicial Services which was being carried out in the Punjab. Very little reflection shows that such a separation is absolutely necessary; the tendency towards it is inevitable. Sooner or later it must come. The only question is, whether it should not be sooner than later.

Colonel George Chesney in his work on Indian Polity has made some admirable remarks on the subject. He shows how the idea would be impracticable of selecting barristers from home for Mofussil Judgeships, because an essential condition of qualification for an Indian District Judge must be a knowledge of the language of the suitors. It is equally clear that an acquaintance with the customs and usages of the people and the tenures of land is necessary. The question then is, how to obtain an officer with the necessary knowledge of the country and the language in addition to a certain amount of legal training? The course advocated by Colonel Chesney is "that the Civilian should be required to make his selection finally between the revenue and judicial services before promotion from the grade of Joint Magistrate, and that a grade of Subordinate Judge should be established, through which the covenanted Civilian would pass before arriving at the post of District Judge." He then appends a note to the above—"This is already the case in Madras and Bombay, where, moreover, there is already a much greater separation of the two services than obtains in Eastern and Northern India."

For Madras, we are not in a position to answer, but, as regards Bombay, it may not be amiss to follow up the line of thought opened by the above remarks. We remember some few years ago reading in the *Overland Mail* a letter from a Bombay Civilian, then on furlough, stating that in his service there was a distinct Judicial Department, and certainly on turning to the Civil List we find certain names entered as "Applicants for the Judicial Branch of the Service." The Civil List also shows that there are Judges, and Assistant Judges, all arranged in grades, and that there is thus the requisite machinery for carrying out the plan advocated by Colonel Chesney, *i. e.*, "that a grade of Subordinate Judge should be established through which the covenanted Civilian would pass before arriving at the post of District Judge." It is, however, evident that to ensure the due working of this part of the plan, the first condition mentioned by Colonel Chesney should be rigidly enforced, *i. e.*, "that the Civilian should be required to make his selection finally between the revenue and judicial services before promotion from the grade of Joint Magistrate." Now, in the Bombay Presidency there is no such office as that of 'Joint Magistrate,' but, from what we can learn

SHIPPING ITEMS.

The ship Anne Frost, 1,236 tons, Captain D. Smith, arrived on the 26th instant from Liverpool with a cargo of coals.

The ship The Foundling, 1,186 tons, Captain S. J. Varian, arrived yesterday from Mauritius with a cargo of sugar.

The ship British Princess, 1,402 tons, Captain G. Stewart, arrived yesterday from Shields with a cargo of coal.

The ship Prince Regent, 1,339 tons, Captain John Clague, arrived yesterday from Liverpool with a cargo of coals.

The barque Berlin, 757 tons, Captain W. F. Smale, arrived on the 26th instant from Mauritius with a cargo of sugar.

The barque Marie Gabrielle, 313 tons, Captain E. Simon, arrived on the 26th instant from Bordeaux with a general cargo.

The barque Stanley Castle, 414 tons, Captain Philip Austin, arrived on the 26th instant from Mauritius with a cargo of sugar.

The s.s. Euphrates, Captain C. C. D. Hutcheson, arrived yesterday from Calcutta with a general cargo and the following passengers:—Major Motted, Mr. and Mrs. Denher, Mr. Scoch, Mrs. Kranss, and 24 deck passengers.

The s.s. Sphinx, 861 tons, Captain P. Marcovitch, arrived on the 26th instant from Trieste, &c., via the Suez Canal with a general cargo, and the following passengers:—Mr. and Mrs. Trocher, Miss Voss, Miss Sherman, Mr. Sheveno, Mr. Smith, Mr. Stevenson, and twenty-four deck passengers.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER.			OCT.—NOV.	LOW WATER.	
Time.	Height.			Time.	Height.
H. M.	Ft. In.			H. M.	Ft. In.
11 9 m	5 4	Saturday... ... 28		5 13 m	4 8
11 47 a	6 2			5 23 a	6 10
11 41 m	5 2	Sunday 29		5 40 m	4 7
.....	.....			5 54 a	7 0
0 21 m	5 3	Monday... ... 30		6 22 m	4 1
0 8 a	4 9			6 22 a	7 9
0 59 m	4 11	Tuesday... ... 31		6 53 m	3 6
0 35 a	4 3			6 52 a	6 8
1 30 m	5 8	Wednesday... 1		7 28 m	2 11
1 2 a	4 3			7 22 a	6 2
2 5 m	5 1	Thursday ... 2		8 3 m	2 2
1 36 a	2 10			7 56 a	5 4
2 45 m	4 6	Friday 3		8 44 m	1 6
2 11 a	2 0			8 33 a	4 5

Full Moon, Oct. 28th, 1h. 4m. p.m.

THE BARODA JEWEL CASE.

At the High Court yesterday, before the Chief Justice in Chambers, Mr. Anstey, instructed by Messrs. Craigie, Lynch, and Owen, made another application in connection with the long-pending suit of Hurrivalabdas Culliandas v. Ootumchund Manockchund, Ghellabhoy Homchund, and Toolsedas Kissondas. It will be recollected that, on the 30th September last, the judge in chambers ordered a rule *nisi* to issue, directing Rao Saheb Gopalrao Myrall, the Prime Minister of His Highness the Gaekwar, to shew cause why he should not give up to the sequestrators appointed in the suit the jewellery, pearls, and other property in his custody or power belonging to the defendant Ootumchund Manockchund; and it was further directed that this order be served upon Vishnoo Punt, the moonim of Gopalrao Myrall at Bombay, and that a copy of it be sent by registered letter addressed to Gopalrao Myrall at Baroda. This rule was argued before Sir Charles Sargent on the 13th and 14th instant, by Mr. Anstey on behalf of the plaintiff, and by Mr. Budroodin Tyabjee on behalf of Gopalrao Myrall, a report of which argument was published in the *Bombay Gazette* of the 16th inst. The result was that the learned judge discharged the rule,—remarking that the plaintiff might be able to remove the difficulties which beset his application. It became evident in the course of the enquiry that since the order for a receiver had been made, and in violation of it, the defendants pledged certain jewellery and pearls with Gopalrao Myrall, who advanced to them Rs. 4,50,000 thereon.

Mr. Anstey, therefore, moved yesterday for a rule *nisi* against the defendants, who have been confined in jail since February last for contempt of court, requiring them to shew cause why they should not be attached for their further contempt of the order for the receiver, committed since the date of the present order for attachment, in that they had pledged jewels and other property with Gopalrao Myrall for Rs. 4,50,000. The learned counsel also applied that the defendants be brought personally before his Lordship to answer questions to be put to them as to whether the statements of Gopalrao Myrall, made through his moonim, were or were not true.

The Chief Justice ordered a rule to issue for attachment against the defendants in jail for further contempts of court, but remarked that it was not desirable to grant the latter part of the application for their attendance before his Lordship.

MURDER OF A WIFE IN A TEMPLE.

At a sitting of the High Court, Appellate Side, on Wednesday last, the Hon. Mr. Justice Kemball and the Hon. Mr. Justice West disposed of the case of the Queen vs. Gunputsing Anuntsing. At a Court of Criminal Sessions held at Poona, before R. H. Pinhey, Esq., Session Judge, the accused, a silk-factor, committed for trial by A. R. Macdonald Esq., full-power magistrate of the district of Poona, was charged, under section 302 of the Indian Penal Code, with the murder of his wife.

The Session Judge, in addressing the jury, first read over the whole of the evidence for the prosecution, and then that for the defence in Marathi, as two of the jurors did not understand English. The facts of the case were simply these. Two Hindoos, by name Kondya Mahar and Moorari Ramoosi, when going their rounds about 5 A.M., heard cries in Rama's temple, and finding the door of the temple fastened from inside, Kondya went to give information at the village office. The Police Patel, Mohunsing Naik, and Kooshya Koli, who were sleeping at the village office, came to Rama's temple. They found the front and back door fastened, and they forced open the back door. On entering, they found no one but the accused and a baby in the temple, and the body of the wife of the accused. The neck and arms of the woman were broken, and blood flowing from a wound in her temple. Near was a *sota* (club) with the marks of blood on it. The conduct of the accused had been strange in the sense of its having been strangely disrespectful to the Court and very indecorous; but the learned Judge had seen no reason to doubt the sanity of the accused, and therefore did not consider it necessary to examine any other witness than the Assistant Surgeon in charge of the District Jail. He seemed to be a man of considerable intelligence for his rank in life, but with a violent temper. If, however, the jury were of a different opinion, and consider that the accused killed his wife while in a state of insanity—that was while in a state of mind that rendered him incapable of distinguishing between right and wrong, and ignorant that what he did was contrary to the laws of God and man—then they would find accordingly.

The jury retired for about two minutes, and returning into Court, their foreman informed the Judge that the jury were unanimous in finding the accused guilty of murder.

The Court sentenced the accused to death. The sentence was subject to the confirmation by the High Court.

The High Court, on a review of the proceedings, confirmed the sentence of death passed against the accused.

ABDOOLA.

The identity of the assassin of Chief Justice Norman has at length been placed beyond a doubt. The man's name is not Abdoola, but Esa Khan. He has long been employed as a kossid by the rebel colony at Sittana, and has frequently conveyed money to those fanatics from the faithful in British India.—*Mofussilite.*

Love in the Workhouse.—It is pleasant to find that even poor-law guardians are not wholly insensible to the finer feelings of our imperfect nature, and can occasionally show sympathy in matters affecting the heart. At the last meeting of the Hackney guardians the chairman asked the board whether "there was any just cause why two persons receiving out-door relief should not be joined in holy matrimony." There was a widower, aged seventy-five, in receipt of a weekly allowance from the guardians, who had fallen a victim to the blandishments of a lady aged seventy-four, in like manner dependent on the parish, and was anxious to lead her to the altar; the lovers, however, with most praiseworthy prudence, were anxious before taking the final plunge to know whether, if they did so, they would still be allowed their out-door relief. One guardian expressed his opinion that the enamoured couple should after marriage be ordered into the workhouse; but the other guardians, doubtless remembering that they too had "once been young," declined to take this worldly view of the matter, or to throw any difficulty in the way of the contemplated union. The marriage will, therefore, take place; indeed by this time the knot has probably been tied, and the young people have begun together the great battle of life. Love is, indeed, a volcano, the crater of which, it has been well remarked, no wise man will approach too nearly; but in the present instance the out-door relief so kindly continued by the guardians diminishes the perils too often attendant upon matrimony, and it can hardly be denied that both the lady and gentleman are old enough to know their own minds.—*Pall Mall Gazette.*

NEWS LETTER.

SIMLA.

20th October.—I have again two more cases of assault and battery to chronicle. In one case, a native schoolmaster carried his authority a little further than his official duties required: his object was to improve the moral tone of one of his pupils whom he caught *in flagrant delictu*, but finding fair means unavailing, was prepared to attain the desired end and support his authority by violent means: in other words he promised the delinquent a thrashing if he did not obey, and carried out his threat so effectually as to injure his scholar severely in the face with a sick, for which of course he will be hauled over the coals. In the other case some three or four men happened to meet by accident in the saloons of one of the Simla *belles de nuit*, and of course, when Greek meets Greek then comes the tug of war, and so it was exemplified in this case. The business of the evening ended in one of the Greeks receiving a mark of the esteem of the others in the shape of a severed wind-pipe. This happened in the middle of the bazaar, almost in the immediate vicinity of the police station. Where were the police? *Non est inventus* of course! The victims in both cases were, when I last heard of them, in a very precarious state.

I take this opportunity of mentioning a "move in the right direction," and an exceedingly good example, well worthy the emulation of others in similar situations. The good and kind Mr. Aitchison, Foreign Secretary, has taken the much-abused clerks in hand, of course only those of his own office, and prompted by a kindly feeling, invited them down to Annandale to a tiffin and sports of various kinds. All the clerks, their wives and children, assembled in force, and one and all were received in the kindest manner possible by both Mr. Aitchison and his no less good lady. A smile and a welcome with kindly words were offered to each arrival. The day was spent in rifle matches for the sterner sex, and some handsome prizes were won. Races and games in which all joined, not excluding the host, occupied a good part of the day. A splendid tiffin was laid out for all, the best of eatables and drinkables being provided, which were enjoyed with the relish they deserved. This is the second occasion on which Mr. and Mrs. Aitchison have behaved thus kindly towards the clerks of the Foreign Office, and on parting with his guests in the evening, the worthy host expressed his sincere gratification at the appreciation evinced, and said it afforded him great pleasure in mixing on friendly terms with his subordinates, and concluded with the hope that he might long have the pleasure of meeting them on like occasions. It is not often we witness such displays of good feeling by the "upper ten thousand" towards the "lower twenty," and although I was not down there to earn a share of the hearty feelings and welcome, it affords me infinite pleasure to record the event. It will be long, if ever, ere such goodness and hospitality will be forgotten.

The weather is getting rather cold now; the thermometer in the house stands at 60°. To-day clouds are rising, and it may not be long before we have a fall o either hail or snow.—*Delhi Gazette.*

INDIAN ITEMS.

The plaint in the action of Lord Napier against the Proprietors of the *Athenæum and Daily News* was filed on Tuesday afternoon at the Registrar's Office, High Court.

It is reported that Major Dunsterville, who acted *pro. tem.* for Colonel Lambert as Collector and Magistrate of Kurrachee, will leave here about the beginning of next month to take up his permanent appointment of Collector and Magistrate of Shikarpoor.—*Our Paper*, Oct. 20.

St. Patrick's School, Kurrachee.—The distribution of prizes to the successful pupils of St. Patrick's school took place on Wednesday last at 5 p.m. Sir William Merewether presided on the occasion. The gathering was very large, and the manner in which the boys and girls conducted themselves was really creditable.—*Ibid.*

Kurrachee Races.—The races for the present meeting took place yesterday evening, pursuant to announcement. The card presented four races, viz., the Subaltern's Purse; the Galloway Stakes; the Pony Race; and the Bullock Race. There was, we believe, a fifth race, of which we did not receive particulars. Major N. B. Thoyts, our popular magistrate, who was one of the first for the Galloways, excited admiration of his ridership. Lieutenant Foote, B, Battery R.A., took the lead in the other two races for Europeans, and his jockeyship gave him credit. We were sorry to observe that the arrangements as regards the course were none of the best.—*Ibid.*

The Rev. Joseph Richard, chaplain of Nynee Tal, will be succeeded at that hill-station in April next by the Rev. W. H. Tribe from Agra cantonments.—*Pioneer.*

We are informed that the work on the Ruins of Gour, which General Cunningham is about to bring out, will consist chiefly of a series of photographs of those *reliques* taken by Mr. J. H. Ravenshaw, the present Judge of Dinagepore, when magistrate of Malda, and placed, together with his Notes on the History of Gour, at the disposal of Government.—*Ibid.*

A Tigress.—We are informed that Mr. J. F. Barckley, Inspector of the Circular Canals, while on one of the grants in the Soonderbunds on the 18th instant, had a brush with a full-grown tigress, which he succeeded in killing. He also secured three of her cubs—about a month old—which may be seen at Dhappa, Toll-Collector's Office.—*Indian Daily News*, Oct. 25.

A Correspondent, writing from Rampore on the 20th instant, informs us that Nawab Mohamed Zoolfikar Allee Khan Bahadoor, heir-apparent to His Highness Nawab Mohamed Kullub Allee Khan Bahadoor of Rampore, died on the afternoon of that day. He had been suffering from fever and ague for twelve days, and had been dangerously ill for five days. He was sixteen years and nine months old. He had been married only one year. Lacs of rupees were spent on the occasion. The remains of the young Nawab were buried in the Immambara the same night.—*Delhi Gazette.*

A distinguished Cavalry officer at Secunderabad seems to have got into a scrape of some sort, since he has been placed under arrest. We do not know what is wrong; but it is very unusual to hear of an officer of the standing of this gentleman being placed in arrest, and the matter can hardly be trifling, though we hope it may turn out not to be very serious.—*Madras Times.*

Trade Marks.—We observe that many of the firms of Madras are adopting the system of trade marks. Not long ago Messrs. Oakes and Co. adopted the "Bee Hive" as their trade mark, and now we learn that Messrs. Turton and Leggatt, of the Mount Road, have registered an original one at Stationers' Hall. It consists of a pair of scales, one side heavier than the other, the bowl of the heavy side being labelled "quality" and the light "price," implying that Messrs. Turton and Leggatt sell articles outweighing their price.—*Madras Athenæum.*

The Eastern Bengal Railway.—Goods traffic will be resumed on the Eastern Bengal Railway on the 1st November, and from that date, with one exception, all passenger trains will be run as before the interruption. We learn that all the serious breaks, excepting that 61 miles from Calcutta, are passed by temporary diversions laid at a low level. At the 61st mile the goods waggons are passed over a floating-bridge but passengers walk across, and in a fortnight it is thought a low level diversion will also be completed at this point, when all trains will run through as usual.

The Runaway Railway Employe.—Frederick Balsir Chatterton, the clerk of the traffic department of the Madras Railway Office, who, as we stated in a few issues back, had disappeared from Madras, returned on Monday last from Pondicherry, where he had been passing a few days, and gave himself up to the railway authorities. He was made over to the custody of the police, and on Tuesday, Mr. Church, the Traffic Manager of the Madras Railway Company, appeared at the Town Police Court, with Mr. Barclay, solicitor, before Mr. T. G. Clarke, and charged the prisoner, under section 215 of the Indian Penal Code, with cheating. The case against the prisoner is that he entered in the pay sheets of the traffic department names of persons who were never in the employ of the railway company and thus drew money. The prisoner was remanded to jail, and the investigation of the case against him will take place on Friday next.—*Madras Times.*

Madras Penitentiary.—The Acting Commissioner of Police and Superintendent of Presidency Jails, having advised an increase to the diet scale for Europeans and East Indians which is at present in force at the Penitentiary, the Inspector-General of Jails requested that the officer in medical charge might be called upon for a report upon the subject. The increase now recommended is, for labouring prisoners—3½ ounces rice, 4 ounces green vegetables, 4 ounce potatoes, 2 ounces meal or rolong, 1 ounce sugar. For non-labouring prisoners—2½ ounces rice, 4 ounces green vegetables, 2 ounces potatoes. The additional cost is estimated at Rs. 18-4-6 for each labouring prisoner, and at Rs. 5-7-3 for each non-labouring prisoner per annum. Drs. Duff and Macrae, successively in medical charge of the Penitentiary, are of opinion that the existing scale is not sufficient, and Dr. Cockerill, at present in charge, concurs with these officers. The Government have approved of this proposed increase to the dietary. —*Madras Mail.*

CAPTAIN LILLINGSTON.

It is not, we believe, known to many even of his intimate friends that poor Captain Lillingston was a graduate of Cambridge. He moreover greatly distinguished himself in 1867 at Rurki, where he carried off the Government prize of Rs. 1,000 and the Thomason gold medal. Falling sick, he was compelled to leave the country; and the high moral standard by which he was actuated is shewn by his at first refusing to receive the money reward, on the ground that it was intended by Government for those who would remain in the country and in its service. Captain Lillingston, only a few months ago, quitted the post of Private Secretary to the Lieutenant-Governor N. W. P.; he had held the post for three years, during which time he had made himself deservedly popular among all classes. His varied scientific acquirements, his ability, high principles and courteous demeanour peculiarly qualified him for the office, and his services, we know, were much valued by the Lieutenant-Governor. On joining the Forest Department he was at once placed in charge of the most difficult and important division, that of the Tonse lying between Chukrata and Simla, on which there exists a heavy and immediate demand for sleepers for the Government Railway. In the face of great difficulties he had already, by his zeal and devotion and the readiness of appliance, all of which he possessed in a remarkable degree, achieved a success in his arduous charge, when he was cut off by this untimely accident in the prime of life.—*Pioneer.*

THE MEDICAL SERVICE.

We have reason to believe that the officers of the Bengal Medical Service will be shortly called upon to elect either for military service or civil employ. The Madras Medical Department has already ascertained the wishes of its officers in this matter. We trust, however, that the Bengal officers, before being called on to make a decision, will be furnished with more information than seems to have been given to their brethren of Madras. They should clearly understand whether if, on electing for military service, they will be allowed to serve in European regiments and to exchange with officers of the sister service; whether the medical charge of hill-stations will still remain in the gift of the Commander-in-Chief; whether Foreign Department appointments (such as medical charge of Political Agencies) will be considered as civil or military in their character. The disruption of this service seems inevitable, as it has become out of harmony with the times, having withstood longer than any other of the Company's institutions the storms which have swept away an army and a navy and many another system. We trust that Government will, by wise and liberal treatment, render the death of this fine old service as easy as possible.—*Pioneer.*

THE SALE OF LAND IN REALIZATION OF DEBTS.

(*Pioneer.*)

There is perhaps no more perplexing problem requiring solution at the hands of Indian statesmen than that of rescuing our peasantry from their traditional subjection to the moneyed classes. No sections of the people benefit more from British rule than landowners and capitalists. Of these the capitalist rewards our care with increasing profits to himself and a comparatively diminishing contribution to the State Exchequer. But, at any rate, if he does not contribute his fair quota of the public revenue, he is not perpetually requiring our interference to bolster up his position in the *body-politic*. Now, this is precisely what the land-owner *is* constantly wanting us to do. Proprietor or tenant, the Indian agriculturist is, in most phases of country life, the most helpless and provoking of human beings. He is careless and improvident to a degree. He runs up bills at his banker's with a fatal facility which knows no bounds. His sole notion of a settlement of accounts is to recklessly pledge himself for double and treble the amount he really owes, and afterwards repudiate every pice. He agrees to pay a ruinous rate of interest, only within a fortnight to call on God to witness that he was at his mother's brother's son's nephew four times removed when the bond was written. He mortgages and even sells his estates, under some insane delusion that words have no meaning, and that his creditor has a conscience. To point the moral in its completeness, we should be able to add, "the inevitable day comes at last," &c., &c. But the inevitable day never does come. Somehow or other, though most things go against the unfortunate victim, though his evidence is discredited, though his bond is proved, though his pots and pans and bullocks go along with wife's ear-rings bought at the last fair: the one substantial thing, the one thing for which he is ready to sacrifice both body and soul—his patch of ancestral stubble—is still left to him, and he is happy.

It is very difficult to know how to deal with such a state of things. Glib chatter about free-trade in land comes easily enough from pedants glooming over cabalistic figures in a sort of moral glass-case. But when we look at the practical aspect of things, we see that free-trade in land sometimes means revolution. For example—the practical points requiring consideration in respect of the indebtedness of the rural classes are principally these three,—that this indebtedness is the result of a cruelly helpless ignorance on the one side and the cruelly grinding astuteness on the other; that in most cases ancestral holdings are sacrificed to satisfy personal improvidence; and that free-trade in land means the gradual supersession of the present occupiers of landed property by another and a totally different class.

The social and political danger involved in the last of these considerations is sufficiently perceived by Indian rulers. The preservation of the existing agricultural communities is too marked a portion of our policy to escape notice. The problem is, how to maintain these communities without absolute injustice to the capitalist class? We venture to think that the problem is not solved either by complete free-trade in land or by the present kinds of legislative restraint on the sale of land in realization of bets. There can be no doubt that, unaided, the peasant is no match for his creditor. Seeing this, we have tried on various occasions various methods of producing an equilibrium. We have tried what would come of leaving the two to fight it out together; and we see that the former is too heavily over-weighted at the start ever to gain on the latter. We have tried usury laws, only with the effect of making the creditor more flagrantly usurious! We are now trying the effect of certain restraints on the sale of land in realization of debts, and the result has been a marked diminution of the peasant's credit. This is obviously what was never intended, and we think the time has now come when we ought, to a certain extent, to retrace our steps. The occasion is further an opportune one, for this reason that it is understood the views of the Punjab Government are before the Government of India with the object of legislative interference.

In the Punjab the sale law is slightly different from that prevailing in the older provinces; but the difference is purely in regard to a matter of form. Under a certain Government notification, the sanction of the Chief Court is required before land can be sold up in execution of the decrees of the Courts. We conceive the object of the notification to have been simply to provide for every case of a sale being brought before the view of the Chief Court, in order that it might see every requirement of the law to have been fulfilled, instead of leaving this to be discovered only in contested cases. But the requirements of the law fulfilled, we are decidedly of opinion that the terms of the notification authorized no interference on the part of the Chief Court. What this Court, however, has done is to refuse absolutely to sanction such sales, on the ground apparently of distaste for a task in the execution of which they have no discretionary power, and which they deem to be politically unwise. We sympathize with the Judges in their opinion as to the impolicy of the existing law: but we think they might have set a better example to the Subordinate Courts than that of wresting the law as it stands.

The question now is, whether anything can be devised whereby some just expectations of creditors can be satisfied, and the credit of the agricultural classes restored, without at the same time facilitating too extensive a transfer of land from its present holders? The postulates with which we must start as the basis of such a scheme are, we think, the following:—The preservation of the existing rural communities; the non-liability of ancestral holdings for merely personal extravagancies; and the satisfaction of the claims of creditors with due advertence to the circumstances under which debts have been incurred. We freely admit that the issues are put in a very general way. But we contend they cannot be put in any other way, that the issues are general simply because the interests are so various and so complicated. Nevertheless, we think the mark is broad enough to aim at. The only point is as to the selection of weapons.

The suggestion we throw out, then, is this—that in every case of debt, the liability of ancestral landed property (*acquire* d landed property forms a mere fraction of such disputes) shall be invariably part of the creditor's action in the case; shall be put in issue by the Court; and shall be determined in the affirmative only on proof, after the establishment of the *factum* of the debt, (1) of its having been incurred for a fairly reasonable purpose sanctioned by law and custom, and (2) of the creditor having evinced sufficient promptitude in its attempted recovery to have prevented its undue multiplication. These matters being proved to their satisfaction, the Courts should have power to grant certificates of liability of land to the extent established by the evidence. We do not anticipate any increase of litigiousness from this. In the first place, it is notorious that more contention than this would give rise to does now actually take place in all execution proceedings. In the next place, reckless advances would gradually cease, and there would be no material room for this sort of contention in the long run. We must add, further, that in advocating an inquiry into the nature of a debt we are proposing nothing new. In respect of Hindus, the law distinctly throws on a creditor the *onus* of proving the *necessary nature* of his advance before it will allow him to touch ancestral goods, and this *dictum* of Hindu law will be found crystallized among the customs of the rural communities of the North-Western Provinces and the Punjab. Again, the second part of the proposition into the circumstances under which a debt has been incurred, *and allowed to accumulate*, would supplement any incompleteness inherent in the first part, and would cut away the ground from underneath the feet of most village money-lenders. If the calculating forbearance of the creditor has allowed an original debt of ten rupees to expand, with interest and renewals, into one of a hundred rupees, we would compel the debtor to fulfil his obligation, however imprudent, so far as his personal assets will allow. But we must distinctly assert that such a debt should not be satisfied out of the debtor's ancestral landed property. The creditor has no moral right so to abuse his superior position as to bring complete ruin on his debtor, and we propose that he shall not have the legal facility either. We know of an experiment tried in one of the Punjab Courts, in which the simple measure of compelling the creditor to accept instalments in cases where his calculating forbearance had nearly succeeded in exhausting his victim's resources, has been attended with the most beneficial results. Being thus relieved of an otherwise wearying incubus, the debtor has put his shoulder to the wheel, has gathered in his harvests and sold his out-turn at favorable rates (instead of the ruinous ones he would have had to accept if his creditor had held a bond or a decree over him *in terrorem*), has gradually wiped out what seemed at first a family heirloom gathering moss with time, and has done so not only with satisfaction to himself but with a reasonable profit to his money-lender.

Let us examine the working of our scheme in practice. A creditor allows his customer (owning, let us suppose, a thousand rupees in land) to run up a debt of fifty rupees for household necessaries, plough, bullocks, payments of revenue, or land improvements. Thus far this is a fair and reasonable obligation, and timely enforced (as it would be under our scheme) would give back the creditor his capital *plus* a reasonable profit, without at the same time embarrassing the debtor. We will even suppose that recourse has been had to the Courts, and that a fractional patch of ancestral stubble has gone to satisfy the debt. The debtor now realizes his position. He sees that, however necessary he might have thought it to get into debt, he has had to pay dearly enough for it in losing some of his land. But though the action of the Courts has *scotched* him, it has not *killed* him outright (as it would do if the existing law were fairly enforced), and has not *demoralized* him (as it does now when the law is not enforced at all.) He is likely, therefore, to be more provident in future. Instead of *borrowing* money to pay his revenue or buy a pair of bullocks, he stacks his grain carefully, bestows extra labour on his husbandry (because the fruits of his labour are *all* to be his and will not be shared by a mortgagee), brings perhaps a bit of waste land into cultivation besides, shuts his eyes steadily against the fascination of renewing his bond for a trifling balance, and finds in the long run that he can often do without his hereditary money-lender, and that when the latter *is* wanted he is soon and easily repaid. Now mark what would happen under existing circumstances. The debtor renews his bond on the slightest pressure from his creditor and either expressly or tacitly pledges the forthcoming harvest. When the crop is nearly ripe, he sees, as he gloomily sucks a weedy sugarcane, his ancient enemy ambling up to him on the well-known accursed grey tat with the crimson tail. With a keen hawk's eye, the money-lender takes in a rapid view of the standing crop, the while his victim salutes his dust-stained toes. Then, men and beast both have stomachs, and goodly ones, and must be daintily fed, for the corn is a day or two behind hand in ripening, or the cane-juice is long in boiling into molasses. Then, there are rates to be struck, at which the corn or the molasses are to be handed over. The final outcome is that the unhappy farmer has had to gorge his guests for a week or more, that the possession of the bond enables the creditor to take over the out-turn almost at half price, that there are still some odd rupees over for which a fresh bond is given, that now the peasant has nothing left to live upon, and that he is accordingly compelled to buy back his cherished produce at an enhanced market rate. How, in all conscience, can a creature like this be left to take care of himself? There is but one remedy. The creditor must be under no inducement to prolong his credit beyond what will bear an equitable construction, and subject to this construction he must be under every inducement to settle with his debtor promptly. Our proposition, therefore, amounts to this, that where the originally fair debt of fifty rupees has, with interest and renewals and further unnecessary advances, expanded into one of five hundred or six hundred rupees, then let the debtor satisfy the whole of the obligation, if he can do so from his personal assets; but seeing his helplessness and ignorance, seeing the impolicy of taking his land from him, seeing his creditor's rapacity, do not permit more than a reasonable portion of the debt being realized from the land; authorize the Courts to grant certificates of liability *within the above limitations* in respect of the whole or of a portion of the debt. If it should be considered, however, that the measure is fraught with such serious social and political consequences as to induce hesitation before giving the Courts generally such ample powers, try it with only a slight modification of the existing law. Apply these conditions of liability in present execution proceedings, and make sanction to sales of land dependent on the proper fulfilment of those conditions. And lastly, make over this department of business to selected and experienced officers.

We are by no means sanguine that there will be no difficulty in working this scheme. But it suffices, we think, that it is a material advance on present arrangements that no other scheme we know of offers the same advantages, and that its general effect will be, while securing a reasonable profit to the money-lender, to improve the credit of the rural classes, to ameliorate their social condition by relieving them from the family heirloom of debt, to give them in consequence a political *status* of the utmost value to ourselves, and to necessitate on all sides an example of prudential restraint most fertile in their social results to the well-being of all grades of the people.

BARRACKPORE RACES.

First Day, Tuesday, 24th October 1871.

First Race.—Barrackpore St. Leger. For all Maidens. 1 mile.

Moonlight	1
Marietta	2
Venus	3

Time—1m. 54s.

Second Race.—The Derby. For all Maiden Arabs.

Acrobat	1
Gatharos	2
Syrian	3

Time—3m.

Third Race.—The Stewards' Cup, value Rs. 500. For all horses. 1 mile.

North Australian	1
Kilmore	2
Bridesmaid	3

Time—1m. 52s.

Fourth Race.—For all country-bred horses. ½ mile.

Volano	1
Gipsey	2
Locomotive	3

—*Pioneer.*

FATAL ACCIDENT TO THE SON OF MARTIN TUPPER.

The *King William's Town Gazette* gives the following account of an accident which resulted in the death of Mr. Tupper, son of the well-known author of "Proverbial Philosophy:"—Several young men who had but recently arrived from England, attracted hither by the recent discoveries of diamonds at the Vaal, had engaged their passage in a bullock-waggon from Port Elizabeth to the fields. They left the port on the 18th May, and after a journey of eleven days arrived at Debe Neck. Shortly after leaving the Debe, having travelled about six miles, there was a sudden jolt, and Mr. Tupper fell before the front wheels, one of which passed over his body; he contrived, however, to scramble out of the way of the hind wheels, and rising to his feet, he expressed his fear that he was injured, though he did not appear to apprehend that he was very seriously injured. He died three hours afterwards. The corpse was brought into town, and respectfully interred on the following afternoon, the funeral rites being performed by the Venerable Archdeacon Kitton. The Worship the Mayor and Councillors, and other leading men of the town, followed the remains to their last resting-place. The deceased was a fine-looking man, and had only attained the age of twenty-four. He had with him at the time of the accident a portmanteau and a carpet bag, besides the sum of £50 11s. 9d. in gold and silver, and one £5 Bank of England note in his pocket.

Dr. Livingstone.—In the course of a speech on Thursday, Sept. 21, at Bristol, the celebrated African missionary, the Rev. Robert Moffatt, the father-in-law of Dr. Livingstone, said he had no doubt in the world that the traveller was safe. He thought communications that Livingstone had sent to the coast had never arrived, the dealers having failed to deliver them, and that he had in consequence given up writing altogether. He had no doubt from what he knew of the natives that if Livingstone were dead we should have had definite information before now.

DARJEELING.

MEMORIAL TO Mr. CAMPBELL.

To the Honourable George Campbell, Lieutenant-Governor of Bengal.

The Memorial of the undersigned, residents of Darjeeling, and others, interested in opening up Darjeeling as the natural sanitarium of Lower Bengal, and as the centre of a large and increasing tea and cinchona cultivation.

Respectfully Sheweth—1st. That every division of India enjoys the advantages of a hill sanitarium within easy reach of the adjacent plains, except Lower Bengal.

2nd.—That the experience of many persons, who, notwithstanding the inaccessible situation of Darjeeling, have visited the place in search of renewed health, corroborated by the testimony of many scientific men, renders it beyond question that the climate of Darjeeling is in the highest degree efficacious in restoring health to European constitutions enfeebled by residence in the plains of India.

3rd.—That from small beginnings made in or about the year 1857, tea-cultivation within the district of Darjeeling has gradually increased; until, during the current year, the out-turn has amounted to about three millions of pounds.

4th.—That the extension of tea-cultivation has by no means reached its limits. Numerous gardens have recently been opened out in the Terai; others are likely soon to be commenced, and it is not an unreasonable expectation that in a few years the amount of tea annually exported from Darjeeling will reach ten million lbs., as it is already increasing at the rate of 400,000lbs. annually.

5th.—That the table A, annexed to this petition, shows by statistics, carefully collected, that the exports and imports of the Darjeeling district alone amounted in the year 1869 to 260,000 maunds.

6th.—That improved means of carriage will unquestionably result in an increase of the exports and imports of Darjeeling and of the neighbouring districts.

7th.—That in addition to the facts above set forth in favour of improved communication between Darjeeling and the plains, the following are some of the advantages which would accrue directly to Government from such an improvement: the power of utilizing Darjeeling, in a greater measure than at present, as a sanitarium for European troops; the saving of immense sums of money for carriage of military stores; the possibility of reducing the number of native troops on this North-Eastern Frontier; the avoidance of the heavy and annually increasing expenditure incurred in maintaining the Ganges and Darjeeling road as a first-class metalled road; a cheap postal service; and the annihilation of all probability of Bootea of Nepalese raids on this part of the North-Eastern Frontier.

8th.—That from time to time persons situated as your petitioners are, have by petition to your Honor's predecessors in office, and by individual private enterprise, endeavoured to effect some improvement in the means of communication between Darjeeling and the plains.

9th.—That little success has attended either petitions or private enterprise, the former (as is presumed) having failed because your predecessors were occupied with matters which appeared to them more important, the latter because the capital at the command of private persons was inadequate to the requirements of the work which they undertook.

10th.—That the result is, that at the present time the journey from Calcutta to Darjeeling cannot be accomplished with ordinary comfort by travellers under four days; while after leaving the railway steamer at Caragola, the journey to the foot of the hills has to be performed in an incommodious dak-gari, or in an equally incommodious and very uncomfortable vehicle called a shigram.

11th.—That in addition to the delay and discomfort of these modes of travelling, must be added the consideration that the heavy expenses necessary to support the transit arrangements, coupled with the limited number of passengers who can at present be accommodated, necessitate such charges for dak-gari or shigram as place the journey beyond the pecuniary means of many classes of the people.

12th.—That the journey from the foot of the hills has to be performed either in a dooly or on ponies—both modes being expensive, slow, and uncomfortable; the number of doolies and ponies which can be procured is, moreover, very limited.

13th.—That the goods-traffic from Darjeeling to Caragola and *vice versa* is wholly dependent on bullock-carts. Most dilatory, most expensive, most inadequate to the requirements of the traffic as this mode of transit at all times is, it is at certain seasons of the year liable to absolute cessation in consequence of the dearth of cattle. The cattle plague may be said to be apparently located in the hills, and at this moment there are thousands of maunds of tea awaiting transport to the plains for which carriage cannot be procured. Further, the information that the tea exported from Darjeeling to the United Kingdom pays import duty to the English Exchequer of not less than £70,000 sterling per annum shows most forcibly the desirability of improved communication with the Home market.

14th.—That your petitioners are aware that a project for a railway to Darjeeling to pass by Dinagepore and other parts eastward of the present road from Caragola to the foot of the hills has in time past occasionally been entertained by the Government.

15th.—That your petitioners are doubtful of the expediency of prosecuting that project—because of the probable delay which will attend the final decision of the matter, because of the great delay which would further occur before the railway could be constructed, and because of the absence of any necessity for constructing an entirely new line of communication to Darjeeling when one exists on which many lakhs of rupees have been already expended, and on which strong iron bridges are now in course of erection.

16th.—That your memorialists are of opinion that the road from Caragola to the foot of the hills should be used for a light railway, such as shall adequately provide for the traffic of the country, and admit of being finished within (say) one year from the date of commencement.

17th.—That your memorialists are further of opinion that the hill cart-road running from the foot of the hills to the Darjeeling bazaar is capable of being made one of the best cart-roads in India, and that it should, with the least possible delay, be completed, the bridges being at the same time strengthened and widened.

—*Basing their petition on the premises hereinbefore set forth, your memorialists most respectfully pray*:—

1st.—That your Honor's Government, by written minute or otherwise, will recognize the existing embankment from Caragola to the foot of the hills as the proper line for a railway towards Darjeeling.

2nd.—That your Honor's Government, having completed the iron-bridges now in progress on that road or in contemplation, will confer, or endeavour to procure, under such conditions as may hereafter be agreed upon, the concession of so much of the road as may be necessary—and of the whole of the Government reserved land thereto attached on one side—in favour of a company to be hereafter formed for the purpose of constructing a light railway together with the necessary station-houses and other buildings on the land as above indicated.

3rd.—That the cart-road from the foot of the hills to the Darjeeling bazaar may be so completed as to be made suitable for the passage of road steamers drawing laden trains.

4th.—That your Honor will grant to the same company as has been alluded to above, permission to use the cart-road from the foot of the hills to the Darjeeling bazaar, for the purpose of running thereon laden trains drawn by road steamers.

5th.—That if your Honor considers that any insuperable objections exist to granting the concession and the permission above prayed for, then your memorialists respectfully pray that your Honor's Government may be pleased to adopt proper means for the speedy commencement and completion of a light railway on the existing road from Caragola to the foot of the hills, and will, further, establish in connection therewith a steam Government train from the foot of the hills to the Darjeeling bazaar.

And your memorialists, as in duty

her bowsprit was touching the rock, and took us off clear. We then went to sea a little, and during a lull ran the ship right on shore in the best place we could, and here we are, thank God, all safe and sound, with everything saved—wines, provisions, clothes, furniture, books, &c. We are all like so many Robinson Crusoes in huts and tents all over the island. It is pretty in some places, but rather barren. There are fine fish; wild goats, and lobsters are caught by dozens. We have emptied the ship everything in her. She was rotten throughout and her bottom worn into holes like a colander. Imagine 350 men in such a ship! The wear and tear, mentally and physically for the last two weeks, has been very great. Merchant vessels sight this island on their way to China, India, and Australia. We saw two yesterday, and nearly caught one in a boat, but it was late in the evening and too dark. We shall send away an officer and men with despatches in the first one, and then can wait even for men-of war to come to us from the Cape or Mauritius, or Australia. We have plenty of food, &c., till that time, even for three months, but we hope to stop merchantmen and to leave by batches of 50 or so in them, so have no more anxiety about the matter."

THE following extract from a private letter of Acting-Lieutenant Jones, which appears in the *Times* of Sept. 28, contains some interesting particulars on the loss of the Megæra:—

"Shortly after the discovery of the leak, and when hand pumps and baling failed to keep the water down, a thrummed sail was prepared to be placed under the ship's bottom; but nobody being able to fix the position of the leak, and it having become requisite on the 14th of June to get steam up to pump the water out, the idea of using the sail was abandoned, and it was determined to make for St. Paul's with all possible speed, and there ascertain the extent of the damage. On our arrival divers were sent down. They reported a hole in the centre of a plate, on the port side, about 12ft. abaft the mainmast and 8ft. from the keel. The inside was now examined in that vicinity, and it was found that many of the girders near the leak were carried away, and further to increase our difficulties, the pumps occasionally got choked with small pieces of iron from the ship's bottom. It was also found that two plates near the leak were disjointed. Under these circumstances, the captain decided that it was impossible to proceed to Australia; preparations were therefore made to land the crew. Accordingly, the 16th, 17th, and 18th were employed in landing provisions and stores, and building tents.

"June 19.—The wind was so strong and the sea so heavy that boats could not work, and it was scarcely possible to keep clear of the rocks under steam, so it was determined to run for the bar and make the best of it, and this was very cleverly done. Everybody now went to work from daylight to dark landing stores and provisions. Two Frenchmen were found on the island; there was very little water, and that it was seldom that a ship came in sight; however, our people found water on the high land, and we soon rigged up a condensing apparatus near the beach, which will supply all needful purposes as fuel lasts. There is a good deal of grass on the island, and there are many wild goats, also small wild cabbage, carrots, and celery; fish and crayfish abundant and easily caught.

"About the 24th of June a ship was reported in sight. Fancy our excitement. I was on the beach, and so was sent away in the lifeboat in pursuit, and after running about five miles to cut her off the ship passed, flying away to leeward under double reefed topsails and forecail, not apparently seeing us at all, and so we had to return thoroughly wet and cold, and glad enough were the captain and all hands to see us back, for it had long since been dark and there were no lights on board. I was now ordered to be always ready to intercept any ship that came in sight, and go in her with despatches wherever she was bound. A letter-bag was kept in the sentry's charge, in which the captain's despatches to the Admiralty were kept, supposed to be always left with my portmanteau ready in the boat.

"I had started on several other occasions in pursuit of vessels seen at a distance, but all in vain, till Sunday, July 16, when we were startled with the cry of 'Sail ho!' had not seen one for many days. I was at once afloat with the despatch-bag and portmanteau, and soon saw a large ship off the north point; so I stood out, and she shortened sail, and I found myself on board the Dutch ship Aurora, bound for Soumabaya, Java. Captain Thrupp was also somewhere when I left, so I did not see him. However, I had my orders to go where any ship would take me, and communicate with the Admiralty and senior naval officer. The boat returned, and the master of the Aurora waited for some hours to see if anything else was wanted, and then shaped his course for Java. And when I began to look about me and examine the letter-bag next day, there was no letter from Captain Thrupp in it; nothing from him reporting the loss of the ship. His letter used always to be left in the bag in case of my having to start without seeing him. He must have had it out to make additions and never put it back again. So I shall have to write a report to the Admiralty of all I know about the loss of the ship, and I suppose I must be brief, and not anticipate the captain's report—at any rate, I have no official documents to guide me.

"July 23.—The master of the Aurora, Mr Fisser, makes me very comfortable. I wish those at St. Paul's were as well off; but they were all disposed to make the best of it, and great rivalry among the officers who could build the best houses out of turf and stones. This every one did for himself. We have made a good run so far, and are now within 500 miles of Sourabaya.

"Batavia, August 7.—In consequence of my communication from Soumabaya to the Consul here, I find that a ship has been chartered to carry provisions to St. Paul's and is engaged to leave at daylight on the 9th. I do not like the arrangement: there is no necessity for such haste, but I suppose it is my duty to go in her, as the ship cannot be detained. The Consul would have done everything the opposite. I hope that I have done all that is right and proper. The Oberon takes sufficient provisions for immediate use, and glad will they all be to see her."

THE FORTUNATE LOSS OF THE MEGÆRA.

(Pall Mall Budget.)

THERE can no longer be any doubt about the loss of the Megæra. The published despatches informed us that the ship was put out of her course and stranded because she was in danger of sinking; and she was sinking because she had begun to fall to pieces. The *Times* publishes a letter from an officer of the Megæra to his mother in England; and as this letter is more particular and explicit than the official despatch, we reprint those passages which describe the ship's loss and her condition. The rest consists of assurances that the crew and passengers are in no danger of starvation. The writer says:—

"I am quite well and safe on shore, with all my furniture, clothes and everything, thanks to the mercy of my Saviour. I trust no telegrams have frightened you, but fear they may have. Well, dear mother, when half-way to Australia, in mid-ocean, more than a thousand miles from land, and it blowing hard, the ship at midnight began to leak. They found holes in her bottom like a teakettle worn from age. Well, we then ran away from this island, 1,060 miles off. God, in His mercy, sent us a strong wind, and away we went, leaking fearfully. The men could not keep it down, so we used steam pumps, and even these broke down. At last (ten days after) we reached this island. It came on to blow hard; we lost all our anchors, and were blown under a huge precipice and gave up all hope. I put on my life-belt as a last hope, but God interposed just as her bowsprit was touching the rock, and took us off clear. We then went to sea a little, and during a lull ran the ship right on shore in the best place we could; and here we are, thank God, all safe and sound, with everything saved—wines, provisions, clothes, furniture, books, &c. We have emptied the ship of everything in her. She was rotten throughout, and her bottom worn into holes like a colander."

Three hundred and fifty men were sent to sea in this ship, after her condition had been made known—first in the newspapers and afterwards in the House of Commons. But for the "strong wind," we should never have heard any more of the Megæra or her freight. If this merciful "strong wind" had risen into tempest a few days earlier, it is equally certain that the vessel must have foundered. And then Mr. Baxter or some other responsible official would have risen in the House of Commons—some question being asked—to deny once more that the ship was anything but safe, and to demand (amidst cheers from the Treasury Benches) whether the honourable member supposed her Majesty's Government could control the tempests of heaven, or ensure even the strongest ship against hurricane. Happily—not only for the freight of the Megæra, but for the prospects of Administration at home—such was not the fate of that vessel. The proverbial luck of England intervened once more; and, since it was impossible that the ship should ever arrive at her destination, so ordered her destruction as to bring the causes of it, and the absolute recklessness of those who *would* send her to sea, in the clearest possible light. Supposing the officer's letter to be genuine, not a doubt is permitted anywhere. The ship, "leaking frightfully," has to run out of her course for ten days before she can sight a haven; and every day of that time might have been her last, for there was a strong wind, and even the engines broke down in attempting to pump the water out. So that nothing is necessary to prove the extremity of danger to which the three hundred souls on board of her were exposed. This being made clear the ship is at last beached, and as full an opportunity given for her examination as if she had been overhauled in the quiet of a dockyard at home. This was most providential. And, according to the officer of the Megæra above quoted, holes were found in her such as are seen in "a teakettle worn from age." She was "rotten throughout, and her bottom worn into holes like a colander."

How fortunate is the thoroughness, the completeness of this evidence! What benevolent spirit is it which thus, for the fourth or fifth time within a few months, contrives to warn a misguided kingdom of the way in which its service is carried on—giving us examples right and left of what disasters have been prepared for us, and yet preserving us from those disasters themselves! It is a curious circumstance, and one which we recommend to the attention of philosophers, that precisely as the Queen's Secretaries have advanced in the arts and audacities of public misrepresentation, these wonderful providential mischances have multiplied—these mischances, which so thoroughly contradict them.

It is also a curious subject for reflection that, somewhere, there exists at this moment somebody who knows he is responsible for risking the lives of three hundred and fifty men, and for nearly succeeding in drowning the entire number. Who that somebody may be, or where he trembles at the thought of what too much dash in economy may lead to, we do not know. We shall know better, perhaps, when the official investigation comes on. For there is to be a court-martial; and the Admiralty has avowed the splendid determination to conceal nothing. Rising to the height of inquiry, the First Lord already stones for half the mischief: this, at least, is our opinion, as well as that of his admirers generally. It may even be that the investigation will extend beyond the ordinary limits of a court-martial. Perhaps, when the officers of the ship are acquitted, the inquiry will be pushed within the precincts of the Admiralty itself, to discover who it was that provided three hundred live men with a coffin. Mr. Goschen made a timely example of certain delinquent Admirals the other day; but assuming, as we do without the least hesitation, that the Megæra was lost because of her rottenness, there is a person at large in Whitehall (the somebody before referred to) who deserves punishment a hundred times more than the disgraced Admirals did. For *this* delinquent was thoroughly warned. He was told before the ship left these shores that she was unsafe. He knew she was worn out; he knew that she was found leaky and pronounced dangerous before she had well started, with hundreds of souls on board, on a voyage half round the world. It would save much trouble if this gentleman would give himself up; nor would that course be surprising in a spirit so heroic as he has proved himself to be.

MARAVILLA COCOA.—No breakfast table is complete without this delicious beverage.—The "Globe" says—"Various importers and manufacturers have attempted to attain a reputation for their prepared Cocoas, but we doubt whether any thorough success had been achieved until Messrs. Taylor Brothers discovered the extraordinary qualities of 'Maravilla' Cocoa. Adapting their perfect system of preparation to this finest of all species of the Theobroma, they have produced an article which supersedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the purest element of nutrition, distinguish the Maravilla Cocoa above all others. For homœopathic and invalids we could not recommend a more agreeable or valuable beverage." Sold in packets only by all Grocers, of whom also may be had Taylor Brothers' Original Homœopathic Cocoa, and Soluble Chocolate. Steam Mills,—Brick Lane, London. Export Chicory Mills, Bruges, Belgium.

YULE'S MARCO POLO.*

II.

(Times, Sept. 23.)

IN nothing does Colonel Yule better show his ability as an editor than in his judicious appreciation of the true merits of his author. While he is just to Marco he is fair to other travellers who came before and after him. The fame of Marco Polo will always rest rather on the width of his experience, the vast compass of his journeys, and the romantic nature of his personal history, than on any transcendent superiority of character or capacity in the man. To William de Rubruquis, the friar sent by St. Lewis on a mission to the Tartar Court, Colonel Yule awards the palm for the narrative of one great journey which, he says, "in its rich detail, its acuteness of observation, and strong good sense, seems to form a book of travels of much higher claims than any one series of Polo's chapters." What praise is contained in this passage may be inferred from the fact that Rubruquis preceded Marco by about a quarter of a century. So, again, when enthusiastic biographers like Ramusio have placed Polo on the same level with Columbus, Colonel Yule comes to the rescue of the great Admiral, and asks where the Venetian traveller has shown "any trace of the genius and lofty enthusiasm, the ardent and justified foresight which make Columbus one of the lights of the human race." The book of the Venetian, no doubt, gave such a spur to geographical inquiry as in after ages helped to guide the aims, but hardly to kindle the fire of the citizen of the rival Republic, but when this is allowed the Genoese sailor of the 15th century will still remain a nobler character than the Venetian traveller and trade of the 13th.

But without elevating Marco Polo to the station of a hero, enough surely remains to make him one of the most remarkable men of his time. He first traversed the whole longitude of Asia, naming and describing kingdom after kingdom as he had seen them with his own eyes. The great and terrible deserts of Persia and Chinese Tartary, the plateau of Pamir, the wild gorges of Badakhshan, Khotan with its jade-bearing rivers, the Mongolian steppes, the Great Chan and his Court, the mighty city of Cambaluc, now known to be Pakin, Kublai's summer retreat at Kaipiugfu, and the wondrous palace of Chandu or Xanadu, of which Coleridge sings in his opium dream after reading Marco's description:—

> "In Xanadu did Kubla Khan
> "A stately pleasure dome decree,
> "Where Alph the sacred river ran
> "Through caverns measureless to man
> "Down to a sunless sea."

All these he had seen and described. He, too, was the first to reveal China with all its wealth, its huge cities, and its mighty rivers. He had been in Thibet and seen its sordid Lamas and their monasteries; in Burmah with its golden pagodas. He had visited Cochin China and Java and Sumatara, and he had sailed more than once through the Indian Archipelago, and knew Ceylon and its gems as well as the savage tribes of the Nicobar and Andaman Islands. He had explored Southern India, and could tell of its virtuous Brahmins, its obscene ascetics, its diamonds, its pearls, and its blazing sun. He was the first to tell us in mediæval times of the Christian Empire of Abyssinia—a realm which modern Chancellors of the Exchequer wish had never been re-discovered. He had heard of Zanzibar and its negro slaves and ivory, and knew the name and marvels of the great island of Madagascar, the abode of the fabulous Roc and other monstrosities. Even of the extreme North he had heard what seemed strange travellers' tales to his contemporaries, of the dark land bordering on the Frozen Ocean, and of its white bears and inhabitants borne about in dog-sledges and riding on reindeer. That it should have been given to the Venetian merchant to see and hear all this, and to make all these discoveries, is surely enough, without exaggerating his greatness, or investing him with imaginary attributes.

According to Colonel Yule, Marco Polo was a practical man, brave, shrewd, prudent, keen in affairs, and never losing his interest in mercantile matters, very fond of the chase, which he ever mentions with cheerful freshness; sparing of speech, with a deep and wondering respect for saints, even though they be pagan saints, and their ascetic class, but with a contempt for heretics and Patarins "whose consciences would not run in customary grooves." For himself he had a lively appreciation of the world's pomps and vanities. "Here they make wine out of rice," he says, "and right good stuff it is." And, again, he says of it, "being very hot stuff, it makes one drunk sooner than any other wine." Especially enthusiastic is he when speaking of the Great Chan's matchless command of the good things of this world, and of his boundless opportunities for the chase. With all this, he was a man of little humour. According to Colonel Yule, there are only two jokes in all his books, one about the elephant, which cannot be repeated, and the other in speaking of the Chan's paper money, when he observes, "The Emperor's mint is in this same city of Cambulac, and the way it is wrought is such that you might say he had the secret of alchemy in perfection; and you would be right; for he makes his money out of the bark of the mulberry tree, and on every piece a variety of officials write their names and put their seals . . . and the money is then authentic, and nobody dares refuse it on pain of death." Many readers will think even this solitary piece of wit no great joke after all, and certainly it was no joke to the foreign merchants who, coming into Cathay, had to sell their precious wares to the Great Chan and his subjects for stamped bits of mulberry bast; but then they were unenlightened and ignorant of the blessings of a paper currency. But joke or no joke, Marco Polo proceeds with his story, telling the most ridiculous customs and noting down most absurd eccentricities of the tribes he visited, without losing his gravity or moving one of his risible muscles. Thus, when he describes the custom of the *couvade* among the people called Gold Tooth on the confines of Burmah, Colonel Yule declares that there is more savour of laughter in Apolonious Rhodius, who describes the very same custom among a tribe on the Euxine:—

> "In the Tibarenian land
> "When some good woman bears her lord a babe,
> "This he is swathed, and groaning put to bed;
> "While she arising tends his baths and serves
> "Nice posset for her husband in the straw."

We may linger for a moment over this strange custom to point out how widely-spread the *couvade* or hatching has been proved to be by the researches of Mr. Tylor and Colonel Yule. It existed, according to M. Francisque Michel, till very lately, if it does not still exist, in some parts of the Bearn district of the Pyrenees, and also in Biscay. It is also found, according to Colonel Yule, on the borders of China, in Yunnan, and among the Miris in Upper Assam. It has been observed, according to Mr. Tylor, among the Caribs of the West Indies, among the Abipones in Central South America, among the aborigines in California, in Guiana, in West Africa, and in the Indian Archipelago. In ancient times it prevailed, according to Diodorus, in Corsica; according to Strabo among the Iberians in northern Spain, from whom, as we have seen, it has descended to the Basques, and according to Apollonius Rhodius among the Tibarenes on the Euxine. The custom, in fact, was far more widely spread than is commonly imagined, though Butler had probably Marco's story in his head when he wrote,—

> "Chineses go to bed,
> "And lie in in their ladies' stead."

It is besides met with, as M. Pauthier points out in the French mediæval *fabliau* of *Aucassin and Nicolete*. Aucassin arrives at the Castle of Torcene and asking for the King, is told he is in childbed. Where is the wife? She has gone to the wars and taken all the people with her. Aucassin, greatly astonished, walks through the palace till he comes to the chamber where the King lies. After some conversation, in which the King says,—

> "Je gis d'un fil,
> "Quant mes mois sera complis
> "Et je serai bien garis,
> "Dont iral le messe oir
> "Si comme mes ancessor fist."

Aucasin pulls the clothes off him, and gives him a good cudgelling, making him promise that never a man shall lie in again in his country. The origin of the custom, according to Mr. Tylor, is to be traced to two sentiments—one that which assigns the parentage entirely to the father, leaving the mother out of the question; the other, that the connexion between father and child is not only, as we think, a mere relation of parentage, affection, and duty, but that their very bodies are joined by a physical bond, so that what is done to the one acts directly on the other. However farfetched this explanation may be, the custom exists in hot countries as well as in cold, in which latter one would think, even among the rudest tribes, it would not have been so easy for the wife to resign her place to her lord so soon after the interesting occasion.

"Of scientific notions," says Colonel Yule, "such as we find in the unveracious Maundeville, we have no trace in truthful Marco. The former, lying with a circumstance tells us that he was in 33 deg. of south latitude; the latter is full of wonder that some of the Indian Islands where he had been lay so far to the south that you lost sight of the Pole Star." He is quite unsophisticated by angular perceptions of altitude, and talks of the Pole Star being so many cubits high "as Baber speaks of the sun being spear-high, when the onslaught began on the field of Paniput." Colonel Yule tells us such expressions are still common among Orientals, "and, indeed," he says, "I have heard them from educated Englishmen." So we, too, have heard them, and we are afraid such poetical descriptions of altitude will be lost among us before the average Englishman will have very distinct notions of either plane or spherical trigonometry. But, though Maundeville is unveracious, we doubt whether in all his travellers' tales there is one to beat Marco when he tells us that certain islands in the Northern Ocean lie "so very far to the north that in going thither one actually leaves the Pole Star a trifle behind to the south," a statement to which Colonel Yule tells us he only knows one parallel, "to wit, in the voyage of that adventurous Dutch skipper who told Master Moxon, King Charles II.'s hydrographer, that he had sailed two degrees beyond the Pole."

This innocence of scientific geography brings us to the consideration of some parts of Marco's book which are eminently fabulous and untruthful. Nothing can be more reliable than the account he gives of things which he had seen with his own eyes, and even of many things which he had heard of second-hand. All travellers have their tales, Marco as well as Maundeville, though the former has no such tale as the Knight of St. Alban's, when he tells us of that strange sea of sand in Prester John's country that ebbeth and floweth in great waves without one drop of water, and yet men find in it full good fish of right good taste and delicious to man's meat." But it must be remembered, both as an excuse for Marco and for Maundeville, that there were certain matters in which all observers, even the most accurate, in the Middle Ages are, as it were, bound to be untruthful. There were certain stories and legends which they were bound to believe. Such were the accounts of Alexander and his conquests in the East, which had been worked up into a wonderful series of legends, in which implicit belief was placed in Marco's age and long afterwards. No one dared to doubt the truth of those fables, and, as Colonel Yule says, the heads of most of the medieval travellers were crammed with them. They are found in every literature, Oriental and occidental alike, and when Marco tells us how Alexander had built the Iron Gate near Derbend to shut in Gog and Magog, who were destined at one time to break out and overrun the world, we may be sure that he firmly believed every word he said, and was just as sure that there behind the gate were those impure nations biding their time, as the Germans believed in Frederick Barbarossa, in the hill near Salzburg; or the Danes in their Holger Danske, in the Castle of Kronborg; or the Britons in Arthur, till their faith got to be a byword:—

> "Quorum si credideris,
> "Expectare poteris,
> "Arthurum cum Britonibus."

So again when Marco tells us of the wonderful *Arbre Sol* or *Arbre Sec*, which grows on an enormous plain in Persia, he is mixing up an Eastern legend which may be found in Maundeville with another about Alexander the Great. The *Arbre Sec* was supposed to have dried up and withered when Our Lord was crucified, but the *Arbre Sol* is one of that pair of oracular trees of the Sun and Moon which figure in all the fabulous legends of Alexander, and were supposed to have foretold with audible voice the place and manner of the great conqueror's death. Again, when Marco tells us the wonderful story of the one-eyed cobbler of Bagdad, and how, when the Sultan was going to put 100,000 Christians to death unless they could find some one among them whose prayers could move a mountain, as was said in the Gospel, it was revealed to a certain Bishop that this one-eyed cobbler was the most virtuous man in the town, and the cobbler prayed, and the mountain moved, we may be sure that Marco believed what he wrote. All we insist on is that neither in him nor in Maundeville are such stories, which belonged to their age just as much as the belief in witches to the 17th century, to be set against the truthfulness of such now ascertained facts as the trees which bear wool—that is, cotton; or those which bear flour in Sumatra—that is, sago; or suttee, or Kublai's paper money, or his golden post tablets, or any other tales which were utterly disbelieved at first as travellers' stories, but are now well known to be matters of fact. It would be curious if one could ascertain whether these wonderful stories had anything to do with Marco's nickname Millioni. No doubt his reputation suffered by his strange narrative, for a contemporary writer has told us that on his deathbed Marco was begged by anxious friends to retract his extraordinary stories, to which he replied that he had not told one half of what he had really seen. After his death one who copied the book *per passare tempo e malinconia* says that he put no faith in it, and among Englishmen, Sir Thomas Brown tells us, he is content "to carry a wary eye in reading *Paulus Venetus*," while others only in the last century doubted whether he ever was in Tartary or China. But this is only that sort of scepticism which springs up in the half light of the dawn of science. Since Marsden's edition the truthfulness of Marco Polo has been triumphantly established by proofs of every kind, and if there are any doubters still, either at home or abroad, such as was the German Hühlmann so late as 1829, this splendid edition of Colonel Yule has produced such a cloud of witnesses of every kind to Marco's veracity that the doubting mouth must be stopped for ever. It is a remarkable fact, however, that Dante, who lived 23 years after Marco's book was written, and who touched so many things both in the seen and unseen worlds, never alludes to Polo, nor is Cathay mentioned in his book. The famous Pietro d'Abano, the philosopher and physician, almost alone of distinguished contemporaries, mentions him and his travels. "I have been told this," he says, speaking, perhaps, of the great Magellanic Cloud, "by Marco, the Venetian, the most extensive traveller and the most diligent inquirer I have ever known;" but, with this exception, Marco's discoveries were so far beyond the great men of his time that he had to wait several centuries for appreciation and recognition.

Now, however, that his truthfulness and accuracy are universally acknowledged it is interesting to see what he omitted to mention, though he had such vast opportunities of observation. Very remarkable is it that he tells us so little of Chinese manners and the peculiarities of that wonderful people. In fact, almost every other nation or country we will find more accurate and curious information in Marco than about these very Chinese with whom he so long dwelt. Colonel Yule points out that this is a proof, if no other existed, that Chinese was not one of the four Oriental languages which the young Marco Polo had mastered. The explanation of this is to be found in the fact that though Marco lived in China with Kublai, he lived much more with the conquerors than the conquered race. It was not so long since the Tartars had subdued the Chinese, and they lived in the superior civilization of that vast Empire pretty much as soldiers in a camp. Shall we say pretty much as for very many years we English conquerors of Hindostan lived with our Indian subjects; among them, but not of them, going our ways, and letting them go theirs, and caring nothing about their habits, customs, and traditions? Thus it seems that Marco's four languages were in all probability three dialects of the Mongolian family, or perhaps Persian. Even after this explanation it is scarcely to be believed that so intelligent and keen an observer should have made no mention of tea, though he travelled through the tea districts of Fokien. Still less does he mention the abnormal feet of the ladies of the country, and the employment of the fishing cormorant, both of which are mentioned by Friar Odoric, the contemporary of his later years. In the same way he fails to mention artificial egg-hatching, and the printing of books, though, as Colonel Yule well observes, his notice of Kublai's paper money and its impressed stamp brought him so close to printing that, as the children say, he must have been on fire, he had come so near to it. He never once alludes to the great characteristics of Chinese writing and language; these and many other remarkable facts are all omitted, and when we remember the particularity of his accounts of the manners of the Tartars and the Hindoos we can only account for the omission by the hypothesis that he saw everything through Tartar eyes, and that his associations in China were almost entirely with the foreign and the ruling race. Another proof of this is the fact that whenever he uses a name he writes it as in the Tartar and not in the Chinese form. Thus, Cathay, Cambaluc, Tangut, Zardandan, Kemenfu, Zaiton, and a host of others are all Mongol, Turkish, or Persian forms, though they have all well-known Chinese equivalents. But, in spite of all these shortcomings in the story of Marco Polo, our estimate of his worth is not abated, and perhaps we shall not be far wrong if we agree with Colonel Yule in thinking that, owing partly to his natural reticence and partly to the great disadvantages under which the work was committed to writing in French in a Genoese prison, we have in it a singularly imperfect image both of the man and his discoveries. Some people, indeed, have not scrupled to ascribe to Marco Polo the invention of the mariner's compass in Europe as well as the discovery of gunpowder and the introduction of block printing, but while no one now seriously supposes that our traveller had anything to do with the two first of these inventions, so far as their introduction into Europe is concerned, Colonel Yule has demolished the case of the advocates of Marco's claim to the introduction of block printing by proving that the mention of his name by late writers in connexion with that art is only due to the fact that his was the most convenient name on which to hang the assertion. Though Marco himself has never a word to spare for printing in his book, very many travellers visited the East both before and after his time, any one of whom might have brought home the blockbooks in question, but even supposing them to have been so introduced, there is no proof that they were generally known at all until the art itself had been independently discovered in Europe.

And now, having said so much about Marco Polo and his travels, what shall we say of Colonel Yule and his edition of the Venetian's works? Hitherto the name of "Marco Polo" has been associated in England with that of Marsden, who in 1818 published his *Marco Polo* in a goodly 4to. volume. Again, in France, M. Pauthier has rendered invaluable service to the traveller. But still, in spite of the labours of these and other learned men, the flood of light thrown on the East in these latter years has been such as to render a new English edition absolutely necessary. In comparing what Colonel Yule has done for his author in this edition, we can only repeat of him as was said of Anaxagoras of old among the philosophers, that he stood out among them as a sober man amid drunkards. When we say that the introduction and notes comprise more than five-sixths of these two bulky volumes, we have said very little, for a very big book may be a very bad one, and it is no unusual matter to see a very good text smothered in a deluge of bad notes. But the merit of Colonel Yule's notes and illustrations is that they are all to the point, and, as the points to be elucidated are endless, it is difficult to estimate the immense labour which he has bestowed upon his work. It may have been, as no doubt it was, a labour of love in so accomplished an Orientalist to edit the great Eastern traveller, but it must also have been the occupation of years before all this vast mass of information bearing on Marco Polo could have been collected. Nor is it in the East alone that Colonel Yule seems to be master of his subject; he is equally at home in the histories of the East and in the mediæval romances of the West, and the Mahomedan historians and the writers of French *Fabliaux* seem to come with equal ease and readiness to his memory. Added to this, there is an exhaustive preface 170 pages long, in which every fact that can bear on the Polos or their travels is ferreted out with admirable dexterity. After each chapter of the book, which is admirably translated, chiefly from the original old French text—it is a mistake to suppose that the book was first written either in Italian or Latin—come elaborate notes, geographical, ethnological, linguistic, and literary, in which every country and every place that the Polos visited is run to earth and explained. At the same time strange words and customs are examined and elucidated, so that at the end, if there is anything unaccounted for, the reader will be ready to admit that it is not Colonel Yule's fault. If we were to find any fault with the book it would be, quoting the old German proverb, that there is so much matter that we cannot see the wood for the trees. Thus, when Colonel Yule is discoursing of the fabulous bird Roc he is not satisfied with leaving that monster to frighten Sinbad the sailor and his companions in the regions of romance, but he pursues him to his nest in Madagascar, and traces the fable to the gigantic fossil *Aepyornis*, whose eggs and bones are found in that island. Not content with giving us a representation of the Roc from a Persian drawing, in which he is depicted as an enormous cock bearing three elephants aloft, one in his beak and one in each of his claws, Colonel Yule also presents us with an engraving of one of these fossil eggs of the actual size, and so big that it has to be put like a map in a pocket in the cover of his second volume. Interspersed among the notes are many excursions and disquisitions, which none but the most enthusiastic of editors would ever have thought of introducing. Such, for instance, is the digression concerning the war galleys of the Mediterranean States in the Middle Ages, which comes in *apropos* of nothing on the occasion of the sea fight off Curzola, where Marco Polo was captured by the Genoese. But, digression or no digression, the charmed reader reads on and on, and so rich is the store of information afforded to him that he feels never tired either of Marco Polo or of Colonel Yule till he has read the very last page of these two ponderous volumes. We had forgot to mention that the book is splendidly illustrated with maps and original drawings, and that nothing is wanting to make this edition of *Marco Polo* the most beautiful that has ever appeared. In addition, there is an excellent index, to which we have only to turn at random to see how faithfully and admirably Colonel Yule has fulfilled his task. Thus for instance, under the one head of Etymologies we find Balustrade, Buckram Muslin, Baudekins, Cramoisy, Dulcarnon, Balas, Azure, Noas, Mawmet and Mummery, Salamander, Fondaco, Porcelain, Mangonel, Galingale, and Vair, the fur, with many others. Under Kublai we find "Kublai Kaan, the Great Kaan, his reception of Marco, Papal missions to, his envoys fail in with the two Elder Polos, his reception of these, sends them back as envoys to the Pope and gives them a golden tablet, his death announced, his greatness and power foretold by Ghinis, his volubus gibes against the Christians, treats four religions with equal respect, his desire for learned missionaries, religion a matter of policy with him, his personal appearance, he builds Cambaluc, his bodyguard adopts Chinese manner-worship, his elephants and hunting establishments, Chinese view of Kublai's administration, his Mint and paper money, his twelve Barons, his posts and runners, his remissions of taxation, his justice, his stores of corn to issue in dearth, his charity in his gaol universities and prohibition of gambling, his expedition against Japan, his attempts on Java, he sends to buy the great Ceylon ruby, sends to Ceylon for Buddhist relics, his missions to Madagascar." In a word, we may say that the index to Yule's *Marco Polo* is a thing to be read for its own sake, and far more worth perusal than many books we could name. That Colonel Yule can ever be repaid for the time and trouble he has bestowed on his author we can never believe; years of toil and great sums of money must have been spent in preparing this great work for the press, but we sincerely trust that the accomplished editor will find his reward, if not in the pecuniary success of his book, at least in the fame that ever awaits those who, having once set their heart on executing a great literary work, flinch from no trouble or expense until their labour is accomplished, and they can sit down saying "the work I have undertaken is over, let the world judge if any one could have done it better in this generation."

** The Book of Ser Marco Polo. By Colonel Henry Yule, C.B. Murray, 1871.*

VESSELS IN BOMBAY HARBOUR.

FOR LIVERPOOL.

1203 Eastern Belle, Fleming—The Captain.
1122 Pericles, Colhill—Farnham & Co.

NOT FIXED.

1184 Albert Victor, Clark—Stenhouse & Co.
1334 Algoreuin, Gordon—Captain.
1188 Arabia, Leslie.
1230 British Princess, Brown.
1292 British Sovereign, Davies.
1405 Claverhouse, Stratton.
1839 Carnarvonshire, McGill.
1787 Enoch Train, Lane—Rennie, Scovell & Co.
1066 Egeria, Cook—Stenhouse & Co.
1057 Gladstone, Woollcott.
1181 Lady Roseda, Copeland—The Captain.
849 Medusa, Flyndell—W. Nicol & Co.
371 Peter Dixon, Gaddo—Peel, Cassels & Co.
523 Poseidon, Moller—C. Manockjee.
1195 Proteus, Murphy—Wallace & Co.
1036 Roodee, Davis—Finlay, Scott & Co.
1040 Star of India, Holloway—Ewart, Latham & Co.
495 Valkyrien, Edom—F. Nusserwanjee & Co.
1262 Victoria Cross, Cowley—Scott & Willcox.

STEAMERS.

OVERLAND ROUTE.

1267 Sumatra (s), Fraser—P. & O. Co.
2578 Surat (s), Baker—P. & O. Co.
1482 Columbian (s), Stewart—P. & O. Co.

FOR LIVERPOOL.

1055 Alonzo (s), Lund—W. Nicol & Co.
1093 Erl King (s), Steedman—W. Nicol & Co.

FOR JUDDA AND HODEIDA.

548 Mula (s), Sutton—E. Khulfan.
891 Gunga (s), Child—H. Z. Abadin.

FOR GENOA, &c.

882 India (s), Dodero—Wolkart Brothers.

FOR PERSIAN GULF VIA KURRACHEE.

656 India (s), Turner—W. Nicol & Co.

NOT FIXED.

722 Bivouac (s), Black—W. & A. Graham & Co.
1799 European (s), Abram—W. & A. Graham & Co.
1119 Orissa (s), Tomlin—P. & O. Co.
1496 Yeddo (s), Frank—W. Nicol & Co.

COUNTRY TRADERS.

FOR PERSIAN GULF.

363 Prince of Wales, Nacoda—C. Rowjee.

FOR PENANG AND SINGAPORE.

535 Kate Swanton, Nacoda—Shaik B. Allum.
705 Phettee Allum, Nacoda—A. A. Noormahomed.

FOR ZANZIBAR.

204 Letisia, Nacoda—H. Thawar.
532 Sulleman Shaw, Nacoda—J. Sewjee.

FOR CALCUTTA VIA COAST.

436 Futel Rahaman, Nacoda.

FOR GOA.

41 Esperanga, Nacoda—L. Pranjeevan.

NOT FIXED.

132 Estrella DeDamaun, Nacoda.
310 Fattey Sooltan, Nacoda—H. J. N. Momed Cader.
154 Keerata Roodrip, Nacoda—D. B. Ghandy.

ROYAL NAVY AND BOMBAY MARINE.

1874 Abyssinia, Palmer—(Harbour Defence.)
300 Clyde.
472 Dagmar, Ensor—Steam Tug.
1060 Dalhousie, Hewett.
1086 Dryad, Parsons.
2187 Magdala, Palmer—(Harbour Defence.)
308 May Frere—Yacht, Warner.
523 Quangtung, Elton.
408 Sind.
464 Teazer, Blomfield—R.N.

LIST OF VESSELS SAILED FOR BOMBAY.

FROM LIVERPOOL.

1236	Annie Frost, Smith	June 21
1339	Prince Regent, Olagno	July 7
2670	Donnant	July 11
1013	Tirrell, Morgan	July 11
1221	Ganges	July 15
1328	Prince Eugene, Smith	July 15
1245	Eastern Light, McFee	July 19
1339	Tabor, Otis	July 22
1401	Cordiliera, Barry	July 22
993	Melrose, Neill	July 26
1271	Sir Walter Scott, Shaw	July 28
1264	W. G. Russell, Owen	July 30
1062	Ontario, Scott	Aug. 4
881	Bella Maria	Aug. 8
1610	Ivanhoe, Herrimann	Aug. 8
879	Ruby, Grey	Aug. 22
1273	Jane Law, Simpson	Aug. 31
1033	Sam Mendel	Sept. 2
1356	Manila, Hircolm	Sept. 5
879	Lord Ashburton	Sept. 8
901	Khimjee Oodowjee	Sept. 11
1307	Prince Leopold, Irvine	Sept. 13
1326	Augusta, Raynest	Sept. 13
12	9 Tethys	Sept. 13
1132	Tim Whiffler	Sept. 15
1067	Simla, Salter	Sept. 21

FROM LONDON.

400	M. M. Peter	June 16
782	Saladin, Ranken	July 17
1048	Jumna, Laing	July 31
1296	British Monarch	Aug. 4
744	Inverness—Donkin	Aug. 9
1293	Dharwar, Frosbody—Sir Charles Forbes & Co.	Aug. 12
820	Baldovan, Tosh	Aug. 28
721	Pembrokeshire—Thomas Steuart & Co.	Aug. 30
815	Flora, Shearer	
1333	Nelson	Sept. 12
600	West Australian, Andrew	Sept. 14
531	Dovercourt, Heighe	

FROM BORDEAUX.

314	Marie Gabrielle, Elen	June 12

FROM CALCUTTA.

1007	Royal Saxon	Sept. 7
684	John Peacock	Sept. 8
1278	Janet Cowan	Sept. 19
1200	Loch Lomond	Sept. 29
1324	Cleopatra	Oct. 3
1219	Arundel	Oct. 7
1067	Glen Isla	Oct. 16
939	Evening Star